PUBLIC NOTICE

In accordance with the Statutes of the State of Illinois and the Ordinances of the City of Highland Park, the next meeting of the Natural Resources Commission of the City of Highland Park is scheduled to be held at the hour of 6:30 p.m. on Wednesday, December 14, 2011 at 1707 St. John's Avenue, Highland Park, Illinois, during which it is anticipated there will be a discussion of the following:

CITY OF HIGHLAND PARK
NATURAL RESOURCES COMMISSION
WEDNESDAY, DECEMBER 14, 2011
1707 ST. JOHN'S AVENUE
HIGHLAND PARK, ILLINOIS
6:30 P.M.

MEETING AGENDA

I. Call to Order

II. Roll Call

III. Approval of Minutes: November 09, 2011

IV. Business from the Public

V. New Business

A. Overview of City of Highland Park Wind Energy Systems Zoning Regulations

B. Overview of *Bike – Walk HP 2030* (A Complete Streets Policy and Non-Motorized Transportation Plan for the City of Highland Park)

VI. Old Business

A. Status Report on the Polystyrene Recycling Pilot Program

B. Status Report on the Plastic Bag/Film Recycling Receptacle Ordinance

C. Status Report on the Proposed Yellow Pages Waste Reduction Ordinance

D. Status Report on the Green Team

E. Status Report on Potential Movie Titles for the 2012 Movie Series Screenings

VII. Other Business

A. Commissioner Comments

B. Administrative Items

C. Recognition of Outgoing Commissioner Eugene Friedman

VII. Adjournment

Posted in City Hall on December 7, 2011

MINUTES OF A REGULAR MEETING OF
THE NATURAL RESOURCES COMMISSION OF THE CITY OF HIGHLAND PARK, ILLINOIS

MEETING DATE: November 9, 2011

MEETING LOCATION: Pre-Session Room, City Hall, 1707 St. Johns Avenue, Highland Park, IL

CALL TO ORDER

At 6:35 p.m., Chairman Bogot called the meeting to order and the Staff Liaison called the roll.

ROLL CALL

Members Present: Bogot, Compher, Friedman, Hill, Himmelfarb, Matthews, Brint and Meyer

Members Absent: Dennison, Sultan and Naftzger

The Staff Liaison declared that there was a quorum of the Commission present.

Staff Present: Staff Liaison Barbara Cates

Also Present: None

MINUTES

A. Regular Meeting of the Natural Resources Commission— October 12, 2011

Commissioner Compher moved for approval of the presented minutes of the regular meeting of the Natural Resources Commission held on Wednesday, October 12, 2011. Commissioner Hill seconded the motion.

On a voice vote, Chairman Bogot declared that the motion passed 6-0.

NEW BUSINESS

A. Adoption of a Resolution Setting the 2012 Commission Meeting Dates

Chairman Bogot presented the proposed list of 2012 meeting dates. Commissioner Hill moved for approval of the presented Resolution setting the 2012 meeting dates. Commissioner Compher seconded the motion.

On a voice vote, Chairman Bogot declared that the motion passed 6-0.

OLD BUSINESS

A. Status Report on the Polystyrene Recycling Pilot Program Outreach Efforts

Student Representative Brint presented an overview of this Item, noting that 26 businesses in Highland Park are participating in the efforts to increase awareness of the polystyrene pilot program. Student Representative Brint and Staff Liaison Cates noted that they would coordinate efforts to order more take-out container stickers and print posters as necessary.

Brint and Vice Chair Himmelfarb discussed their outreach efforts at local schools and at Yummy Bowl Restaurant. Himmelfarb reported on Seven Generations Ahead's efforts in Oak Park.

B. Status Report on the North Shore Environmental Commission Meeting

Chairman Bogot presented an overview of this Item, reporting that he had attended a recent quarterly event at the Chicago Botanic Gardens where participating communities including Winnetka, Lake Forest and Evanston shared status reports on various environmental initiatives.

C. Status Report on the Green Team

Vice Chair Himmelfarb presented an overview of this Item, and reported on an energy conservation program which had resulted in 30% energy reduction over a 9 month period, and saved approximately $250,000. Himmelfarb also noted that possibilities to recycle foam at Edgewood and Ravinia Schools are being evaluated to see what can be done.

D. Status Report on Potential Movie Titles for the 2011 and 2012 Movie Series Screenings

Staff Liaison Cates presented an overview of this Item and reported that the Commission is sponsoring a screening of *Green Fire: Aldo Leopold and a Land Ethic for Our Time* at the Highland Park Library on Sunday, December 11th at 2:00 p.m. Chairman Bogot discussed the premise of the movie. Cates noted that she will circulate an email announcement and display posters in the train stations and in the kiosks at Rosewood and Millard Beaches. Commissioner Friedman noted that he would investigate the possibility of screening *The Cove* at the next movie event.

E. Status Report on the City Council's Presentation of the 2011 Award for Meritorious Service to the Highland Park Environment

Staff Liaison Cates presented an overview of this Item and noted that Joyce O'Keefe was thrilled to have been nominated for the award, which would be presented by the City Council and Chairman Bogot on November 28, 2011. Cates reported that O'Keefe would be presented with a crystal at the meeting.

F. Status Report on the City Council's Consideration of the Proposed Plastic Bag/Film Recycling Receptacle Ordinance

Staff Liaison Cates presented an overview of this Item and noted that the City Council is

scheduled to consider the draft Ordinance regarding proposed plastic bag/film recycling receptacle requirements at the City Council meeting on November 28, 2011.

G. Status Report on the City Council's Consideration of the Proposed Yellow Pages Waste Reduction Ordinance

Chairman Bogot presented an overview of this Item in Councilman Naftzger's absence. Bogot reported that Councilmen Naftzger and Frank have been researching Yellow Page Phone Book restrictions and speaking with industry representatives, staff with the Seattle City Council who recently enacted a City Ordinance, and others. Councilman Naftzger is in the process of consulting Corporation Counsel, and will take the item forward to the City Council for consideration and discussion in the near future.

H. Status Report on the Implementation of the City Sustainability Plan

Staff Liaison Cates presented an overview of this Item, noting that the City Council is scheduled to consider Delta's proposed work plan regarding the Sustainability Plan at the meeting on November 14th. The discussion will address the proposed implementation of three priority projects: charging stations, enhanced recycling opportunities and a zero waste school pilot project. Cates noted that once the work plan and projects are approved by the City Council, Delta will proceed with planning and implementation and set parameters for the Commission's involvement in 2012.

Vice Chair Himmelfarb stressed the need to identify the ultimate goal for each of the priorities. Commissioner Hill and Staff Liaison Cates discussed the background of the Sustainability Plan.

OTHER BUSINESS

Chairman Bogot expressed an interest in hosting a ravine event in the Spring of 2012. Bogot also discussed the possibility of working with the Alliance for the Great Lakes to adopt Park Avenue for future beach cleanup events.

Student Representative Brint and Park District Representative Meyer discussed the Park District's recent discussions pertaining to the use of pesticides. Meyer reported that the Park District Board will be assembling a task force to take a closer look at the issue. Brint announced several upcoming weed pulling events.

Commissioner Hill discussed a future Project Citizen simulated legislative hearing.

ADJOURNMENT

Chairman Bogot adjourned the meeting at 7:40 p.m.

Respectfully Submitted,

Barbara E. Cates, Secretary

MINUTES APPROVED BY THE NATURAL RESOURCES COMMISSION ON _____

- WITH NO CORRECTIONS _____
- WITH CORRECTIONS _____
  (SEE MINUTES OF [_____] MEETING FOR CORRECTIONS

Memorandum

To: Members of the Natural Resources Commission

From: Barbara E. Cates, Planner

Date: December 7, 2011

Re: Agenda Items for the December 14th Meeting of the Natural Resources Commission

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NEW BUSINESS:

A. Overview of City of Highland Park Wind Energy Systems Zoning Regulations

Senior Planner Lee Smith will be attending the meeting to provide the Commission with an overview of the City's recent adoption of wind energy systems zoning regulations. Please see the attached materials for additional information.

B. Overview of *Bike – Walk HP 2030* (A Complete Streets Policy and Non-Motorized Transportation Plan for the City of Highland Park)

Senior Planner Lee Smith will also present information to the Commission on the attached draft of the *Bike-Walk HP 2030* plan.

OLD BUSINESS:

A. Status Report on the Polystyrene Recycling Pilot Program

Student Representative Brint will provide an update on this agenda item.

B. Status Report on the Plastic Bag/Film Recycling Receptacle Ordinance

Staff Liaison Cates will provide an update on this agenda item.

C. Status Report on the Proposed Yellow Pages Waste Reduction Ordinance

Councilman Naftzger will provide an update on this agenda item.

D. Status Report on the Green Team

Vice Chair Himmelfarb will provide an update on this agenda item.

E. Status Report on Potential Movie Titles for the 2012 Movie Series Screenings

Commissioner Dennison will provide an update on this agenda item.

ATTACHMENTS:

- Council Action Regarding the Recent Adoption of an Ordinance Amending the Text of the City Code, Chapter 150, Articles II and IV to Permit and Regulate Wind Energy Systems in the City of Highland Park

- Draft Version of *Bike-Walk HP 2030*

Request For Council Action

REFERRED TO COUNCIL: May 23, 2011 **AGENDA ITEM NO:** 5.

ORIGINATED BY: Department of Community Development

SUBJECT: Adoption of an Ordinance Amending the Text of the City Code, Chapter 150, Articles II and IV to Permit and Regulate Wind Energy Systems in the City of Highland Park

SUMMARY AND BACKGROUND OF SUBJECT MATTER:

The proposed zoning text amendment presented herein has been developed to provide appropriate regulations to local residents, businesses and institutions that desire to install wind energy generating systems for their own use. On March 23, 2011, this matter was presented to the City Council and directed to return with Ordinance.

Issues of Concern:

A number of issues were raised at the City Council meeting and are addressed herein.

Number of Building Mounted Towers Permitted on Structures and Special Zoning Permit Process
Under the regulations presented on March 23, 2011, one Building Mounted Wind Energy System (BWES) was permitted by right and additional ones were permitted under a conditional use permit process. The issue of concern was that the recommended number of number of BWES that could be located on a residential structure by right was too low, and the conditional use process to burdensome to encourage the installation of these systems. This section of the proposed amendment has been revised to allow for up to three BWES to be installed by right. Furthermore, it is proposed in the regulations that more than one BWES be allowed by right on non-residential buildings based on the size of the building. Applicants that seek to install more than the permitted number of BWES would have the ability to request a City Council referral (Compere) to the Zoning Board of Appeals and the consideration of a variation request.

At a future date, should the City Council so direct, an additional text amendment could be forwarded to the Plan Commission and City Council, that would establish a Special Zoning Permit process that could be administered by the Director of Community Development for applicants seeking to install more than the permitted number of BWES. The Special Zoning Permit process can not be done at the present time due to specific legal notice and public hearing requirements.

Impacts on Bird and Bat Populations
Following the City Council discussion, former Lakefront Commissioner Donnie Dann contacted the Department of Community Development to discuss potential negative implications of WES on local bird populations. Mr. Dann noted that worldwide WES kill many birds and bats and that Highland Park should be cognizant of potential impacts on avian populations as the regulations are developed. Mr. Dann then connected the Department of Community Development with Dr. Michael Fry, the Director of Conservation and Advocacy for the American Bird Conservancy for his input on the proposed regulations. Upon reviewing the proposed regulations, Dr. Fry noted that due to the relatively low heights of the turbines that would be permitted, negative impacts on avian populations would be minimized. One specific area of concern that Dr. Fry noted was the proposed 100 foot setback of Tower Mounted Wind Energy Systems from High Quality Aquatic Resources. He noted that birds are attracted to these resources and that expanding the

setback from such resources would be a positive modification. As such, the regulations have been refined to incorporate a 150 setback from High Quality Aquatic Resources for TWES.

Consideration of Location and Assessment of Viability of Tower Mounted Wind Energy Systems
The City Council inquired as to whether the regulations consider the viability (wind volume) and placement of the system on a property. With regard to TWES, the procedure for consideration is through the conditional use process. As such, the Plan Commission and City Council may consider the proposed location and place conditions upon the location of the turbine tower. With regard to the viability of a TWES, with regard to its ability to catch the wind, the regulations require the following:

> *Demonstration of Clear Area Around TWES. Evidence that there will be sufficient clear area around the proposed turbine to capture wind energy for the purpose of power generation, to be demonstrated by the distance of the turbine from buildings and trees proximate to the turbine that might interfere with wind reaching and powering the turbine.*

The following information was previously provided to the City Council for the March 23, 2011 consideration of this matter. It is provided again, as background for the new members of the City Council.

In addition, the Highland Park High School senior class is working with the administration to install a BWES as a gift from the 2011 graduating class.

Policy Basis of Proposed Regulations for Plan Commission

The policy basis for the proposed zoning text amendments came from the findings and recommendations of the WETF and the City's commitment to sustainability through development incorporating alternative and efficient energy systems. Highland Park's participation in the Lake County planning effort stemmed from a number of factors including potential resident and local business interest in utilizing alternative forms of energy in order to save money and to reduce use of fossil fuels. Furthermore, the City Council has shown its commitment to carbon reduction by entering into the U.S. Mayors Climate Protection Agreement. The agreement is an initiative in which communities commit to reduce emissions in their cities to seven percent below 1990 levels by 2012. Furthermore, in August 2010, the City Council accepted the Community Sustainability Strategic Plan which directs implementation of efforts intended to increase energy efficiency, and reduce the City's greenhouse gas emissions. Promoting alternative energy sources, such as wind energy, is one means of implementing the Sustainability Plan.

Community Sustainability Strategic Plan Policies:
The City of Highland Park Sustainable Community Strategic Plan contains strategies and recommendations for increasing the use of renewable and alternative energy resources in Highland Park. The proposed zoning text amendment is consistent with the goals and objectives of the Sustainable Community Strategic Plan.

One of the recommendations of the Sustainable Community Strategic Plan is to explore the feasibility of an off-shore wind farm to produce large-scale energy resources. While regulations for addressing an off-shore wind farm concept are not included in the proposed amendment, as this concept is explored, the specific regulatory controls that will be needed can be developed.

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Current Zoning Regulation of Wind Energy Systems
Currently, wind turbines are not specifically addressed in the City's Zoning Code. If a turbine were to be attached to a building, it would be considered an integral part of the principal building, and the applicable regulations pertaining to height and setbacks would be considered as for the principal building. For a Tower Mounted wind turbine, the accessory structure provisions of the Zoning Code are applicable. Under current zoning regulations the principal and accessory height limits would preclude the successful establishment of a WES. This is the case in many communities that do not have specific WES regulations. For example, in Highland Park, a tower mounted wind energy system is permitted as an accessory use but only to a maximum of 18 feet in height in any zoning district. Consequently, the proposed amendment establishes WES-specific regulations for a broad range of issues.

Issues Frequently Raised Regarding Wind Energy Systems and Addressed in Proposed Regulations
Certain issues typically come up with discussions related to WES. These issues pertain to the impact of a system on neighboring and nearby properties. These issue, listed below; have all been addressed by provisions in the proposed regulations.

- Structure Height & Setbacks from property lines
- System sound impacts
- Shadow Flicker on Adjacent Properties
- Sun Glint on Adjacent Properties & Roadways
- Potential for Structure or Electrical Failure
- Respect for nearby historic structures & historic neighborhoods
- Electrical Signal Interference
- Abandonment & Decommissioning

Summary of Primary Proposed Amendment Elements

Types of WES and Nature of Use

Small Wind Energy Systems (SWES) include Building Mounted Wind Energy Systems (BWES) and Tower Mounted Wind Energy Systems (TWES). BWES are structurally attached either onto the roof of or to the side of a building. BWES are treated as a part of the structure to which it is attached; either principal or accessory. TWES are free-standing, tower-mounted WES and under the regulations proposed shall only be permitted as a monopole or tilt-down structure. Guy wires would not be permitted in the construction of a TWES.

SWES facilities are accessory structures that generate power for on-site use. Excess electricity may be sold to a local utility company. Generators typically range from 1 kW to 100 kW in nameplate wattage. Small wind energy facilities are proposed to be treated as an accessory use to principal residential and non-residential land uses.

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Illustrations

The following are examples of the types of BWES and TWES that might be constructed under the requirements of the zoning text amendment proposed.

These wind turbines are both SWES. The TWES at left are located at **Devon Bank in Wheeling**, on Milwaukee Avenue south of Lake Cook Road. The systems are approximately 50 feet in height. With regard to the standards proposed herein, these wind turbines would be processed under a Conditional Use Permit application. Total height would be acceptable in that the site is in excess of 80,000 square feet. The turbine towers might not meet the setback requirements of 1.1 times tower height (survey not available). Note that setbacks can be varied as a function of a Planned Development application.

Tilt Down TWES are another type of system that would be permitted under the proposed regulations. Tilt Down tower design makes it easier to construct and maintain the system.

The Building Mounted turbine at Hyacinth Place would be permitted by right. The total height of the turbine is less than 10 feet and the total building height with the turbine is less than 50 feet.

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The TWES illustrate here would be categorized as a Large Wind Energy System. Such turbines are typically developed in multiples as a wind farm for commercial electricity generating purposes and can reach heights of 400 feet. **Large Wind Energy Systems are not permitted by the proposed text amendment.**

The following table sets forth selected standards incorporated in the WES zoning text amendment.

	Small Wind Energy Systems	
	Building Mounted	**Tower-Mounted**
Purpose	For on-site residential or business use	For on-site residential or business
Nature of use	Part of principal structure	Detached accessory structure
Zoning District	All zoning districts	All zoning districts
Permitted or Conditional Use	Permitted when attached to the principal structure in all zoning districts (Conditional to exceed more than one turbine)	Conditional use
Number of Wind Energy Facilities Permitted per Lot	Up to 3 for lots in residential districts or used for a residential purpose. For non-residential lots and buildings the number of BWES permitted is dependent upon building size	Residential districts: 1 Non-residential districts: 1 (>1 with a conditional use permit)

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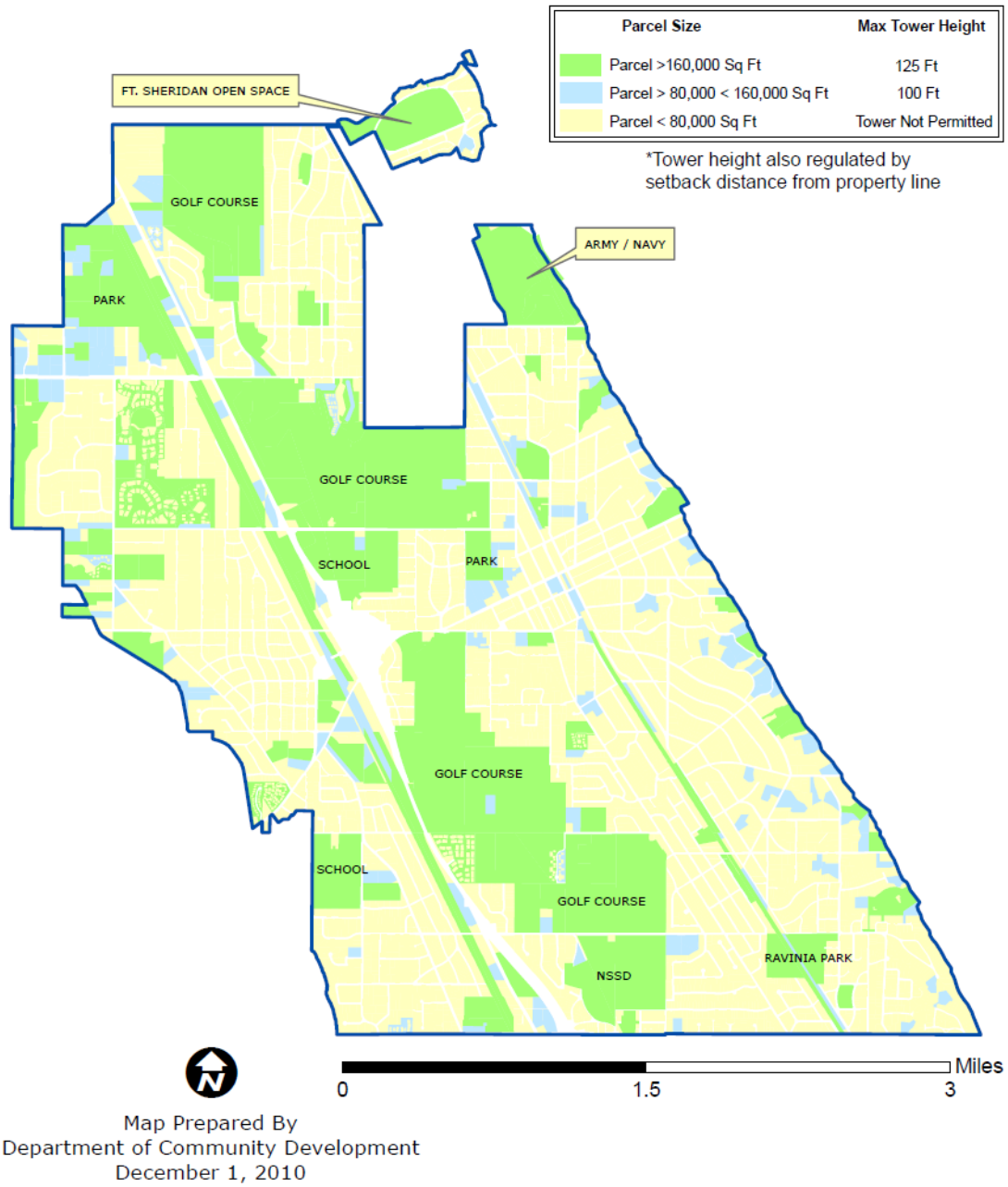
	Small Wind Energy Systems	
	Building Mounted	**Tower-Mounted**
Permitted Height	In zoning districts where maximum height is 35 feet or less – the lesser of 15 feet above maximum permitted height or 50 feet. In zoning districts where maximum height is 40 feet or more – 10 feet above maximum roof height	For lots up to 80,000 to 160,000 s.f. – 100 feet For lots 160,000 sq or more – 125 ft. (For tower mounted systems – max height is also controlled by setback from property lines.)
Setbacks from property lines	Applicable zoning district regulations apply	Setbacks = to 1.1 times tower height
Maximum Sound at all frequency levels)	For residentially used property and property adjacent to residential use: 55 db Non-residentially used property adjacent to non-residential: 65 db	
Finish	Non-reflective color and matte finish to prevent glare	
Shadow Flicker	Shadow flicker will not fall on any existing residential nonparticipating property line within 100 feet of the system for more than 50 hours per year.	Shadow flicker will not fall on any existing residential nonparticipating property line within 500 feet of the system for more than 50 hours per year.
Historic Preservation Commission Approval	No BWES facilities shall be located on a property that is or contains a City-designated landmark, or is within a City-designated or National Historic District, except upon the prior approval of the City Historic Preservation Commission.	No TWES facilities shall be located on a property that is or contains a City-designated landmark, or is within a City-designated or National Historic District, or is located within 400 feet of any such landmark or Historic District, except upon the prior approval of the City Historic Preservation Commission

Request For Council Action

The following map illustrates locations in Highland Park that can accommodate a TWES (lots greater than 80,000 square feet) and larger lots that can accommodate taller TWES.

City of Highland Park Parcel Size, 2010



Map Prepared By
Department of Community Development
December 1, 2010

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The draft Ordinance which incorporates Article II Definitions and Article IV specific WES regulations is attached.

Background on Public Process
Since February 2010, the Plan Commission has been engaged in a process of learning about and developing appropriate regulations for the development of Wind Energy Systems (WES) in Highland Park. On March 1, 2011, on a unanimous 6 – 0 vote, the Plan Commission approved affirmative findings of fact for public hearing #10-11-ZTA-003 to proposed zoning text amendments to incorporate regulations for WES in the City. The Commission's approval and recommendation for consideration by the City Council followed an extensive review process to establish regulations for WES that began with City staff participation in a Lake County Task Force to establish a set of model regulations as a template for municipal and county action on this matter. The City of Highland Park Plan Commission considered the issue of WES and a set of proposed regulations numerous times as follows:

- Pre-Application Discussions: February 2, 2010; June 15, 2010; and, August 3, 2010

- Public Hearing sessions: November 15, 2010; December 7, 2010; January 18, 2011; and, February 15, 2011

During the Plan Commission meetings, the Commission considered both general background information related to WES and then engaged in focused discussion on the need for local regulations, the nature of the type of facilities to be considered for Highland Park and the details of the regulations that would be imposed on such systems.

The proposed regulations recommended for City Council consideration and approval allow for the construction of both Building Mounted Wind Energy Systems (BWES) and Tower Mounted Wind Energy Systems (TWES). In all cases, these systems are accessory uses and not principal land uses. Consequently, the amendments do not provide for the establishment of wind farms in Highland Park. If, at some future date, a wind energy developer were to propose a large scale wind farm, and the City was so inclined as to consider such a proposal, the zoning code would need to be amended to accommodate this potential use.

In considering the proposed regulations in its deliberations the Commission emphasized that the regulations need to be easily understood by the public and easy for City staff to administer.

As previously stated, the City Council considered the proposed regulations on March 23, 2011

DOCUMENTS ATTACHED:
- Findings of Fact for PH#10-11-ZTA-003
- Email from Dr. Michael Fry of the American Bird Conservancy
- Draft Wind Energy Systems Ordinance

RECOMMENDATION:

The Department of Community Development recommends that the City Council adopt the proposed Text Amendment to Chapter 150, Articles II, IV to permit and regulate Wind Energy Systems in the City of Highland Park.

ARTICLE IV. REGULATIONS FOR PERMITTED AND CONDITIONAL LAND USES

Sec. 150.418 Wind Energy System Regulations.

(A) Purpose. The purpose of this Section 150.418 is to:

(1) Establish reasonable and uniform regulations for the location, installation, operation, maintenance, and decommissioning of Building-Mounted Wind Energy Systems (BWES) and Tower-Mounted Wind Energy Systems (TWES);

(2) Assure that any development and production of wind-generated electricity in the City is safe and to minimize any potentially adverse effects on the community;

(3) Promote the supply of sustainable and renewable energy resources, in support of national, state, and local goals; and

(4) Facilitate energy costs savings and economic opportunities for residents and businesses of the City.

(B) General Regulations. Except as specifically provided otherwise in Sections 150.418(C) and 150.418(D) of this Article, all Wind Energy Systems shall comply with the general regulations set forth in this Section 150.418(B).

(1) Compliance with Laws. All WES shall comply with all applicable City, state, and federal laws and regulations, including, without limitation, the provisions of this Section 150.418, this Code, and all City building ordinances and regulations.

(2) Compliance with Permits and Approvals. All WES shall comply with all building permits and conditional use permits issued by the City therefor, and with all conditions imposed by the City as a condition of issuance of the building and conditional use permits.

(3) Use and Energy Production Restrictions.

(a) WES shall be permitted within any zoning district of the City, but only as an accessory use.

(b) The primary purpose of a WES shall be the production and consumption of energy on the property on which it is located; provided, however, that excess energy produced by a WES may be sold to an electricity provided regulated by the State of Illinois.

(4) General Engineering Regulations.

(a) All WES facilities shall be designed to withstand a minimum wind velocity of 100 miles per hour, with an impact pressure of 40 pounds per square foot.

(b) Each WES shall conform to applicable industry standards, including those of the American National Standards Institute (ANSI).

(c) All WES facilities shall be equipped with automatic and manual braking systems.

(5) General Installation Regulations. All WES facilities must be installed according to manufacturer specifications and in accordance with all applicable City laws and regulations.

(6) General Sound Level Regulations.

(a) The average sound level produced by a WES shall not: (i) violate the noise provisions set forth in Section 150.607 of this Chapter; or (ii) exceed the following maximums in the following locations:

(i) On any Nonparticipating Property located within a Residential District or used for residential purposes, at all frequency bands: 55 dBA, except as provided in Section 150.418(B)(6)(a)(iii) of this Chapter.

(ii) On any other Nonparticipating Property, at all frequency bands: 65 dBA at any time, except as provided in Section 150.418(B)(6)(a)(iii) of this Chapter

(iii) The maximum sound levels set forth in Sections 150.418(B)(6)(a)(i) and 150.418(B)(6)(a)(ii) shall be reduced by five dB for any WES that produces sound emissions of an adverse character that included prominent tones (e.g., a humming sound) or an amplitude fluctuation in synchronicity with the blade revolution (e.g., a periodic swishing sound).

(b) No WES shall operate with an average sound level more than 5 dBA above the non-operational ambient level, as measured on any Nonparticipating Property located within a Residential District or used for residential purposes.

(c) To limit the level of low-frequency sound, the average C-weighted sound level during WES operation shall not exceed the A-weighted ambient sound level by more the 20 dB.

(d) Sound level meters used for sound measurement must meet the requirements of a Type 2 or better precision instrument according to ANSI S1.4 (American National Standard Specification for Sound Level Meters). Average sound-level shall be calculated by time-averaging sound levels for a period of not less than one minute nor more than two minutes, and shall be made by use of an

integrating sound level meter that meets the requirements of ANSI S12.43 (American National Standard Specifications for Integrating Averaging Sound Level Meters).

(e) The City may require, as necessary and at the Owner's expense, field tests or sound propagation modeling, conducted by or supervised by an acoustics specialist certified by the Institute of Noise Control Engineering, to determine whether a violation of the regulations set forth in this Section 150.418(B)(6) is occurring or has occurred.

(7) Color and Sun Glint. All WES shall be finished in a neutral color, as approved in advance by the Zoning Administrator. The finish shall be flat or matte, so as to reduce incidence of sun glint. The required coloration and finish shall be maintained throughout the life of the WES.

(8) Electronic Interference. WES facilities shall not operate so as to cause electromagnetic degradation in performance of microwave, television, radio, internet or other wireless transmissions, including public emergency communications systems, contrary to FCC or other federal, state, or local laws. For purposes of this Section 150.418(B)(8), "degradation in performance" shall be determined in accordance with the latest principles and standards of the American Institute of Electrical Engineers, the Institute of Radio Engineers, and the Electrical Industries Association.

(9) Signage.

(a) No WES shall have nay advertising material, writing, picture, or signage; provided, however, that warning signs, tower identification signs, and manufacturer or ownership information signs of an area not to exceed 2 square feet per sign may be installed in connection with a WES.

(b) Except for meteorological and weather devices, no flag, decorative sign, streamers, pennants, ribbons, spinners or waving, fluttering, or revolving devices shall be attached to any portion of a WES.

(10) General Maintenance and Operation Regulations.

(a) WES facilities shall be maintained in Operable Condition at all times, except for reasonable maintenance and repair outages.

(b) Should a WES become inoperable, or should any part of the WES become damaged, or should a WES violate a permit condition, the owner of the WES shall cease operations immediately within 90 days after receipt of a notice form the City regarding the condition; provided, however, that if the condition presents an immediate threat to the public health, safety, or welfare, the owner of the WES shall remedy the condition promptly.

(11) Decommissioning and Removal.

(a) A WES that is not in Operable Condition for a period exceeding 12 consecutive months shall be deemed abandoned. The owner of an abandoned WES and the owner of the property on which the WES is located shall cause the decommissioning and removal of all WES structures and facilities within 90 days after receipt of a notice of abandonment from the City.

(b) Any abandoned WES that is not decommissioned and removed within 90 days after receipt of a notice of abandonment shall be deemed a public nuisance, which nuisance the City shall have the right, but not the obligation, to summarily abate by decommissioning and removing such WES at the joint and several expense of the owners of the WES and of the property on which the WES is located. In the case of such decommissioning and removal, the City shall have the right, but not the obligation, to file a lien for reimbursement of any and all expenses incurred by the City in connection with the removal, including, without limitation, attorney fees and accrued interest.

(c) Upon removal of the WES, the subject property shall be restored to its original pre-WES-construction condition.

(C) Building-Mounted Wind Energy Systems.

(1) Quantity Permitted per Lot.

(a) Residential Districts and Uses. On each lot located within a Residential District or used for residential purposes, three BWES are allowed as of right.

(b) Non-Residential Districts and Uses. On each lot that is not located within a Residential District and is not used for residential purposes:

(i) One BWES is allowed as of right for the first 15,000 square feet of gross floor area of all principal structures on the lot; and

(ii) One additional BWES may be constructed for each additional 10,000 square feet of gross floor area of all principal structures on the lot.

(2) Installation on Accessory Structures Prohibited. No BWES shall be installed on any accessory structure in the City.

(3) Height.

(a) In all zoning districts in which the generally-applicable maximum height of principal structures is less than 40 feet, no portion of any BWES facility shall extend more than 15 feet above the maximum permitted height of the building on which it is mounted, nor more than 50 feet above grade.

(b) In all zoning districts in which the generally-applicable maximum height of principal structures is 40 feet or greater, no portion of any

BWES facility shall extend more than 10 feet above the maximum permitted height of the building on which it is mounted.

(4) Setbacks.

(a) No portion of a BWES shall be located within any yard required pursuant to the generally-applicable provisions of this Chapter

(b) No portion of a BWES shall project beyond the front of the structure.

(5) Diameter. The diameter of the BWES shall not exceed 20 percent of the width of the front elevation of the building on which it is mounted.

(6) Shadow Flicker. No shadow flicker caused by any BWES shall fall for more than 50 hours per calendar year upon any portion of a principal structure that is: (a) used for residential purposes; and (b) located on a lot that either: (i) adjoins the subject property; or (ii) is located across a public right-of-way, or railroad right-of-way, from the subject property.

(7) Illumination. No BWES shall be illuminated, except as may be incidental to permitted illumination of the structure to which the BWES is mounted.

(D) Tower-Mounted Wind Energy Systems.

(1) Conditional Use Permit Required. TWES may be constructed in any Zoning District within the City, but only upon issuance of a conditional use permit therefor.

(2) Minimum Lot Area. No TWES may be constructed on any lot consisting of less than 80,000 square feet.

(3) Quantity Permitted per Residential Lots.

(a) On each lot located within a Residential District or used for residential purposes, not more than one TWES may be constructed.

(b) Non-Residential Districts and Uses. On each lot that is not located within a Residential District and is not used for residential purposes, there shall be no maximum number of TWES constructed, provided that a conditional use permit is granted for each TWES.

(4) Height.

(a) Maximum Height. No portion of any TWES shall exceed the following:

Lot Area	Maximum Allowable Height
Less than 80,000 sq. ft.	Not permitted
80,000 to 160,000 sq. ft.	100 ft.
Greater than 160,000 sq. ft.	125 ft.

(b) Attachment to Existing Towers. TWES facilities may be attached to a parking lot light pole or other existing tower, including Personal Wireless Telecommunication Facilities, provided that such facilities are constructed in compliance with this Section 150.418(D)(4) and any other applicable City laws and regulations.

(c) Blade Tip Height. The blade tip, at its lowest point, shall not be located at a height lower than 15 feet above the ground.

(5) Tower Design and Support.

(a) Guy Wires and Lattice Towers Prohibited. No tower used for a TWES shall be either (i) a lattice tower, or (b) supported by guy wires.

(b) Tilt Down Towers. A tower used for a TWES may be of a cantilevered design that incorporates an integrated, industrial hand that allows the raising and lowering of the tower by a person, but only if the tower includes an automatic disk brake incorporated into the winch of the tower for fall prevention.

(6) Setbacks. All portions of all TWES (including, without limitation, the blades of any turbines) shall comply with the generally applicable setback restrictions for the Zoning District in which the TWES is located and with the following setback restrictions, to be measured from the base of the tower.

(a) TWES facilities may not be constructed within or over any easement for utility, water, sewer, or roadways.

(b) TWES facilities may not be constructed within 50 feet of any body of water or wetlands, nor within 150 feet of any High Quality Aquatic Resource.

(c) TWES facilities shall be set back from all lot lines, third party transmission lines, and communication towers a minimum distance equal to 110 percent of the height of the TWES.

(7) Shadow Flicker. No shadow flicker caused by any TWES shall fall on any portion of a principle structure that is: (a) used for residential purposes; and (b) located within 250 feet of the TWES (exclusive of dedicated rights-of-way) for more than 50 hours per calendar year.

(8) Climb Prevention. The base of the tower shall not be climbable for a vertical distance of 15 feet from the base, unless the tower is enclosed with a locked fence that is at least six feet in height.

(9) Lighting.

(a) TWES facilities shall comply with all applicable FAA lighting regulations and any other federal, state or City lighting regulations.

(b) TWES facilities shall not be artificially lighted except as expressly required by the FAA or other applicable law. Any such artificial lighting shall be shielded so that no glare extends substantially beyond the property lines of the property on which the TWES is located.

(E) Additional Building Permit Application Requirements. In addition to all information and documentation required pursuant to this Code for issuance of a building permit, the applicant for a permit to construct a WES shall submit the following additional information and documentation:

(1) Project Summary. A project summary, including, without limitation, the manufacturer information, number of proposed turbines, and, for TWES, the proposed height from grade to the top of the turbine and the top of the tower.

(2) Illustration of Proposed Location. Current photographs, or building plans, illustrating the proposed location of the WES,

(3) Site Plan. A site plan, drawn to scale, signed and sealed by a professional engineer licensed in the State of Illinois, and including, without limitation, the following:

(a) The location, setbacks, exterior dimensions and square footage of all structures on the subject property.

(b) The location of any overhead or underground power lines and utility easements.

(c) The location and approximate height of all trees on the subject property; and

(d) For BWES facilities, front and side elevation drawings of the structure to which the BWES will be mounted, showing the location and proposed height of the top of the turbine from top of the structure.

(4) Engineering Plans. Engineering plans, which must include, without limitation, the manufacturer's engineering specifications of the turbine, nameplate, wattage capacity, dimensions of the turbine unit, mounting mechanisms, expected load and expected sound level production.

(5) Certificates of Design Compliance. A certificate of design compliance for the proposed WES, obtained from Underwriters Laboratories, (UL), National Renewable Energy Laboratories (NREL), or an equivalent third party.

(6) Proof of Compliance with FAA Regulations. For TWES facilities, an affidavit from the owner of the subject property stating that: (a) the proposed TWES will be constructed and maintained in accordance with all applicable FAA regulations; or (b) the TWES is exempt from FAA regulations.

(F) Additional Regulations for WES Requiring Conditional Use Permits. For all proposed WES facilities for which issuance of a conditional use permit is required pursuant to this Section 150.418, the following additional regulations shall apply:

(1) Processing. Applications for a conditional use permit which require the issuance of a conditional use permit shall be processed pursuant to the applicable provisions of Section 150.411 and Article XIV of this Chapter

(2) Application Requirements. In addition to all information and documentation required pursuant to this Code for issuance of a conditional use permit, an applicant for a conditional use permit for a WES shall submit the following additional information and documentation:

(a) Site Plan. A site plan that contains all information required pursuant to Section 150.418(E)(3) of this Chapter, and the following additional information:

(i) The existing and proposed contours, at a minimum of two foot intervals;

(ii) The location, setbacks, exterior dimensions and square footage of all structures on the subject property and, for all TWES, on all nonparticipating properties located within 100 feet of the subject property;

(iii) The location and size of existing waterways, wetlands, one hundred-year floodplains, sanitary sewers, field drain tiles, storm sewer systems, aquifers, and water distribution systems; and

(iv) The locations and the expected duration of shadow flicker caused by the proposed WES facilities.

(b) Additional Requirements for TWES Facilities. For TWES facilities, the following additional information and documentation:

(i) Demonstration of Clear Area Around TWES. Evidence that there will e sufficient clear area around the proposed turbine to capture wind energy for the purpose of power generation, to be demonstrated by the distance of the turbine from buildings and trees proximate to the turbine that might interfere with wind reaching and powering the turbines.

(ii) Engineering Specifications. The TWES facilities' manufacturer's engineering specifications for the tower, turbine and foundation, including detailed drawing of electrical components and installation details, and expected sound level production.

(iii) Soil Studies. For all proposed turbines to be constructed at a height greater than 100 feet, or for TWES of a combined structural weight greater than 5,000 pounds (including the tower, turbine, and all other components of the TWES supported by the foundation of the TWES), the applicant shall submit a soil analysis measured at the proposed location for the base of the proposed tower and a drawing stamped by a Registered Structural Engineer, in order to demonstrate that the soils are able to support the structural weight of the proposed TWES.

(c) Other Information. Depending on the scale and characteristics of the subject property or of the proposed WES, other materials as may be required by the Director, the Plan Commission, or the City Council, including, without limitation, special studies and documentation related to soil studies, sound levels, shadow flicker, sun glint, ice throw, developmental impacts on the environment or wildlife, electronic interference, stormwater drainage, signage, climb prevention, public safety, construction safety and management, maintenance, public impact and complaints, and decommissioning.

Draft

Bike – Walk HP 2030
A Complete Streets Policy and Non-Motorized Transportation Plan for the City of Highland Park

Department of Community Development
Planning Division
December 2011

Draft

Bike – Walk HP 2030

Contents

Bike – Walk HP 2030

Executive Summary

Bike – Walk HP 2030 is a Complete Streets Policy and Non-Motorized Transportation Plan for the City of Highland Park. The Policy and Plan recommendations are based on research into best practices for bicycle and pedestrian planning, public comment, professional staff expertise and previously approved City Plans. *Bike – Walk HP 2030* proposes that the City of Highland Park plan for improvements to the City's street and transportation system that will serve all users including bicyclist, pedestrians, the disabled, transit users and users of motor vehicles. *Bike – Walk HP 2030* recommendations support both programmatic improvements, those involving non-infrastructure means for promoting bicycling and walking, and physical improvements to the street, sidewalk, intersection and trail systems in the community. The timeframe for implementation of the Plan is from date of adoption to 2030.

Bike – Walk HP 2030 proposes that Highland Park will develop dedicated bicycle lanes, designate shared roadways, signed bicycle routes, and shared use paths; and, improve sidewalks and intersections throughout the City for bicyclists and pedestrians. The Plan also includes recommendations to make it easier to use existing local public transportation. Implementation of the Plan will be overseen by the Department of Public Works with coordinated assistance from other City Departments; recommendations for mechanisms to effectively manage the oversight process are also specified in the Plan.

The Plan recommends that scheduling future bicycle and pedestrian improvements for the streets in Highland Park be elevated to the level of an infrastructure Master Plan in the same way that roadway surfaces and the sanitary and sewer systems have improvement Master Plans. In addition, an improvement prioritization policy is recommended so that new facility improvements are balanced with lower cost infill or retrofit projects. By treating bicycle and pedestrian improvements as infrastructure Master Plan, the City Departments will include

the planned improvements in the Capital Improvement Plan that is approved each year as part of the City of Highland Park Annual Budget.

Finally, innovative projects will be introduced using a demonstration method. A number of demonstration projects are recommended to be implemented in the near term and other improvements are set forth for later time periods. The demonstration projects will provide the City of Highland Park an opportunity to implement and evaluate a range of facility improvements on streets of differing classifications as preparation for on-going implementation.

While the time horizon of the Plan is to 2030, the Plan should be evaluated and adjusted on a regular basis to address issues and opportunities as they arise.

Bike – Walk HP 2030

I. Introduction

Bike – Walk Highland Park 2030 incorporates a Complete Streets Policy (the "Policy") and Non-Motorized Transportation Plan (the "Plan") for the City of Highland Park. *Bike – Walk Highland Park 2030* expands upon and replaces the City's of Highland Park Greenways Plan, which is an element of the City's Master Plan, adopted in 1995 and revised/updated in 2003 and 2007. *Bike – Walk HP 2030* recognizes that non-motorized modes of travel (bicycling, walking and access to transit) are important components of Highland Park's transportation mix and planning and implementation of future improvements need to be treated as such. Consequently, *Bike – Walk HP 2030* recommends that the design and implementation of the City's trails, streets and sidewalks should accommodate all users and that non-motorized transportation options are important and viable alternatives to automobile travel. Through *Bike – Walk HP 2030*, the City will be promoting and planning for a variety of transportation options, for direct transportation, and for links to public transit, all of which can yield benefits to the community.

To improve non-motorized travel in and along its streets, Highland Park proposes to establish and utilize a Complete Streets Policy, which is a comprehensive approach to street design that allocates right-of-way space for simultaneous use by motorized vehicles, non-motorized vehicles, and pedestrians. The Complete Streets Policy is intended to establish a design process that addresses needed non-motorized transportation improvements when street improvement designs are considered for the motorized component of City streets.

Additionally, the Plan establishes recommendations for street, trail, sidewalk and intersection structural/physical improvements, as well as programmatic elements, that will yield a more convenient and efficient street network. The physical improvements and programmatic elements will offer improved safety for motorists, bicyclists and pedestrians, and a more regionally connected, sustainable, and energy efficient community.

Bike – Walk HP 2030

Bike – Walk HP 2030 sets forth recommendations which respond to the "Five E's" paradigm established by the League of American Bicyclists for its Bicycle Friendly Communities Certification Program and one that has been adopted for pedestrian planning as well. The Five E's are: (1) Engineering; (2) Education; (3) Encouragement; (4) Enforcement; and (5) Evaluation & Planning. *Bike – Walk HP 2030* is cognizant of these Five Es, and with progressive attentiveness to the Policy and Plan the City can improve its prospects for receiving non-local funding for implementation and eventually gain a Bicycle Friendly Community Certification from the League of American Bicyclists. The Certification is an honor presently attained by a handful of localities in Illinois.[1]

The Policy and Plan components of *Bike-Walk HP 2030* incorporated a broad range of participation in the planning process. In addition, to reviewing past City planning documents about non-motorized transportation, a review of existing "state of the art" plans from around the country was conducted. In order to gather local public input, an internet-based community survey was conducted and community meetings were held to gather site-specific input from residents and others as to the particular issues and difficulties they experience getting around in Highland Park as bicyclists or as pedestrians. The information gathered through these activities was used to support the analysis and recommendation that are contained in the Plan.

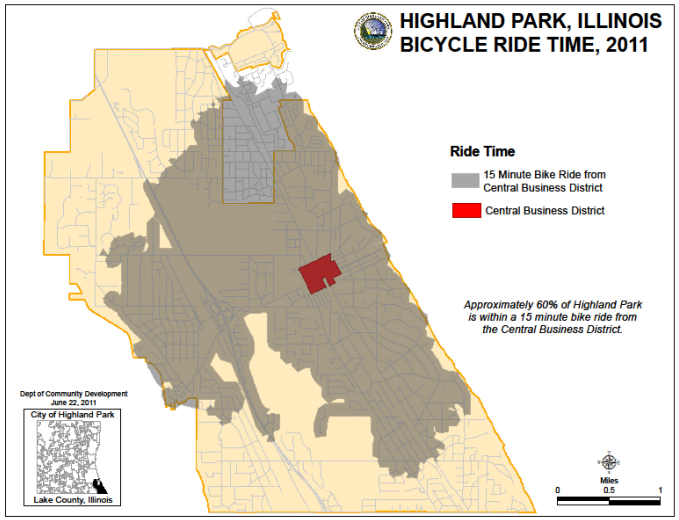
Finally, *Bike-Walk HP 2030* has a long timeframe (18 years) with significant financial implications for the City. This time period recognizes that incorporating a full range of bicycling and walking improvements will require a sustained period of funding for implementation and that there will be challenges for the City related to the funding, design and construction of the recommended improvements . Implementation of the recommendations of *Bike-Walk HP 2030* will entail the use of City staff time and the recognition that constructing non-motorized transportation improvements as part of planned roadway projects or as independent projects will have a

[1] Certified municipalities include Chicago, Naperville, Schaumburg and Urbana.

financial impact on the City's Capital Improvement Program, as these improvements will compete with other necessary community infrastructure projects. For *Bike-Walk HP 2030* to be a success, City staff, advisory commissions, and elected officials will have to be cognizant of the improvement program, seek funding from a variety of sources, and allocate City funds accordingly.

II. Why Plan for Non-Motorized Transportation?

Highland Park is an urban/suburban community with a number of areas, on the west side of the City that have a semi-rural character. As in most suburban areas, automobile trips dominate as a transportation choice. However, Highland Park officials and residents recognize the importance of bicycle and pedestrian facilities not only as a recreational choice but a viable transportation choice as well. Highland Park has an extensive existing street and sidewalk system and is geographically compact enough to be efficiently navigated by bicycling or walking provided that proper facilities and improvements are available. In urban and suburban areas many utilitarian trips are less than two miles and often times are appropriate for bicycling or walking. Diverting short trips from automobiles to biking and walking will result in reduced traffic congestion and a number of other benefits of lessened use of motorized vehicles. Map #1 displays the areas of Highland Park that are within a 15 minute bicycle ride of the City's downtown district.



In addition to convenience factors, defined bike lanes, improved road surface conditions and clearly marked bike lanes/routes, well connected pedestrian and bicycle facilities have the potential to reduce accidents and help create harmony on local roadways. A fundamental goal of *Bike – Walk HP 2030* is to improve the non-motorized connections between primary destinations, with improvements that will linkresidential neighborhoods to business districts and to community institutions such as schools, parks and government buildings.

Most of Highland Park is fully developed and opportunities to incorporate significant non-motorized transportation facilities at the outset of a development project or right-of-way dedication are few. Consequently, it is critical that the City's review of private development plans and the City Council's approval of new private development address the non-motorized transportation needs of residents, employees and visitors to and from the development site. With regard to the existing street system (public right-of-way), bicycle and pedestrian facility improvements can be considered and made at the time when streets are being resurfaced or reconstructed, or at other times when a retrofitted or infill development requires a small segment of right-of-way improvements.

III. Benefits of Bicycling and Walking

Engaging in the planning, design, and implementation effort of *Bike-Walk HP 2030* will change the streets of Highland Park, physically, and in addition, has the potential to impact the residents and other community members as well. The positive consequences of improved bicycling and walking conditions as a mode of transportation, or as a purely recreational activity are lifetime health benefits to residents' lives and are consequently supported by this Plan

1. **Health:** Improving bicycling and walking conditions will provide residents with an opportunity to safely and efficiently walk, run or ride a bicycle in a utilitarian fashion. Bicycling and walking are excellent ways to improve cardiovascular health. By planning for better bicycling and walking in the community, *Bike – Walk HP 2030* is consistent with and supports the goals of the City-established Healthy Highland Park Task Force.

2. **Quality of Life:** Non-motorized transportation planning provides members of the community with an opportunity to enjoy their natural surroundings for recreational, utilitarian or pure enjoyment purposes. In addition, improved bicycling and walking facilities can provide residents with feelings of safety and comfort regardless of the mode of transportation being used. With improved non-motorized facilities residents will have a choice of options when determining a mode of travel. Increased usage of biking and walking versus use of motorized vehicles has the potential to reduce traffic and parking congestion and improve air quality.

3. **Infrastructure Preservation:** Bicycling and walking provides a low-cost mobility option that places fewer demands on local roads. Providing safe transportation alternatives can result in reduced traffic congestion and the preservation of existing roadways by reducing the average daily traffic counts. In 2008, the average Highland Park household logged 19,527 vehicle miles, which is higher that the northern Illinois regional average[2]. By promoting pedestrian and bicycle travel, the City can reduce the number of automobile trips which can lead to reduced wear-and-tear on local roads and thereby reduce spending on transportation improvements.

4. **Increased Transportation Choices:** Residents, employees and visitors to Highland Park benefit by having a range of transportation options from which to choose. With a range of transportation choices and encouragement to select the mode that makes the most sense for any given trip, any trip by any any mode can be a safe and pleasant means to accomplish the desired transportation needs of residents, employees, and visitors. Good pedestrian facility design that includes adequate accessibility features can help ensure that virtually everyone can continue to enjoy some level of mobility. Providing a range of transportation options allows people of all ages and abilities to have access to appropriate transportation services and choices.

[2] Center for Neighborhood Technology, 2009

5. **Independent Mobility for Children:** By providing improved walking options in a neighborhood and to community destinations, children have the opportunity to lead more active and independent lives rather than lives dependent on the use of motorized vehicles.

6. **Economic Development:** Non-motorized transportation planning is an effective economic development tool from two perspectives. Safe and efficient pedestrian and bicycle facilities allows residents to invest less money into automobiles and associated operation and maintenance costs. Highland Park and Lake County are popular among recreationists for its lakefront, vibrant downtown, and natural landscape. Incorporating non-motorized improvements into the City's transportation system, will attract bicycle enthusiasts from across the region to spend more time in the community and contribute to the local economy.[3]

Example of a local business targeting cyclists as a customer group.

[3] Several economic impact studies have been performed by the U.S. Department of Transportation and the Transportation Research Board to assess the positive impacts that bicycle planning can have on a local and regional economy. (See: CITE AT LEASE 2 STUDIES HERE)

7. **Environmental:** Bicycling and walking are among the most environmentally efficient modes of transportation. In 2008, more than 22 million gallons of motor fuel were dispensed in Highland Park, which means vehicles produced more than 207,000 tons of carbon dioxide equivalents, or a third of all community-wide emissions. Bike – Walk HP 2030 is consistent with the City of Highland Park *Sustainable Community Strategic Plan* that addresses the need to reduce carbon emissions in the City.

The International Bicycle Fund has identified more that 60 benefits (advantages) of bicycling, many of them applicable to walking as well, which can be seen at the following web address: http://www.ibike.org/encouragement/benefits.htm.

IV. Barriers to Biking and Walking

In considering that it is so beneficial for the individual and the community to have opportunities to bicycle and walk, the obvious question raised is why don't more people engage in these activities? There are numerous obstacles or barriers that make it difficult, and sometimes nearly impossible, to bike or walk as an alternative to driving. The barriers to alternative transportation choices include those affecting the physical environment; personal, social, and perceptual barriers; and organizational and institutional barriers. An awareness and understanding of the barriers that influence people's decision or ability to walk are the first steps for individuals, organizations, and communities to understand the necessary changes that will effectively reduce or eliminate such barriers.

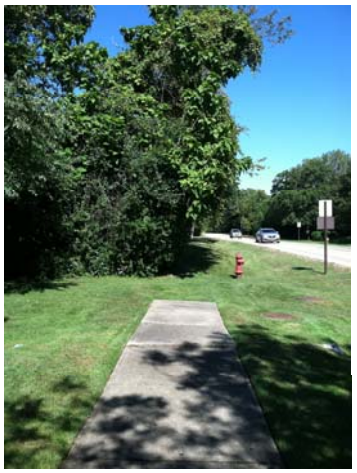
Bike- Walk HP 2030 is intended to identify and reduce the barriers that prevent or demotivate the residents and employees in Highland Park from pursuing non-automobile transportation choices where and when they can.

Bike – Walk HP 2030

The community survey revealed that lack of sidewalks; bike lanes and concern for personal safety are significant barriers to biking and walking in Highland Park. Some of the more common barriers to biking and walking are explained in more detail in the following section:

Physical Barriers:

Physical barriers consist of partial or non-existent sidewalks paths, poor quality walking surfaces, nonexistent or inappropriate bicycle and pedestrian crossing treatments, lack of bike lanes and other facilities, high speed traffic, etc. The barriers may be large such as inadequate spacing for bicyclist on a busy roadway or as small as the worn away cross-walk markings at an intersection. Each obstacle presents a different level of difficulty for pedestrian and bicyclist populations. For example, a road with a high volume of fast-moving traffic may present a greater challenge for children or older people than it would for the average adult. Potential bicycle commuters may be deterred from riding to a train station if quality covered and secure bicycle parking is not provided. There are a variety of ways to address these physical barriers through improvements related to engineering, education, maintenance, and enforcement.



Incomplete, disconnected sidewalks, like this one on Ridge Road, are one barrier to an efficient and pleasant walking environment.

Personal, Social, and Perceptual: According to a 2002 National Survey (citation will be provided), one in five adults age 16 or older had not taken a trip by foot during a thirty-day period in the summer of 2002. The survey,

sponsored by the U.S. Department of Transportation's National Highway Traffic Safety Administration and the Bureau of Transportation Statistics, reported that the number one reason for not walking is that respondents were either too busy or did not have the opportunity to walk. Other reasons or perceptions for not walking included:

- Not in the habit of walking or bicycling
- Walk is boring
- Walking or biking is dangerous; not safe place to walk, drivers are too aggressive
- Other modes of transportation are faster; there is not enough time to walk or bike.
- Walking is painful for me
- Weather conditions preclude walking or biking

It may very well be impossible to overcome some of these barriers, but ones related to dangerous conditions, interaction with motorists and certain perceptions related to biking and walking may be overcome through a combination of planning, engineering, encouragement and enforcement.

V. Bike – Walk HP 2030 Process

In January 2011 the City established a professional staff and Commission working group to oversee and inform the Complete Streets Policy and Non-Motorized Transportation Plan development. Working group members were drawn from the following City Departments, Commissions and other government agencies including:

- Department of Community Development Planning Division
- Department of Public Works Engineering Division
- City Manager's Office
- Park District of Highland Park
- Police Department
- Plan Commission
- Transportation Commission
- Natural Resources Commission

During the course of the planning process, the Working Group met three times and numerous members of the Working Group attended the community meetings held for the purpose of gathering public input.

The process of developing *Bike – Walk HP 2030* has involved a number of research areas and processes:

- Analyzing best practices and consulting with recognized experts in the field of complete streets and non-motorized transportation planning;
- Examining current status of Greenways Plan improvements;
- Examining existing conditions for bicycle and pedestrian improvements in Highland Park; and
- Soliciting community input via internet surveying and community meetings.

Best practices and consultation with recognized experts in the field of complete streets and non-motorized transportation planning

As part of the planning process, City professional staff reviewed numerous bicycle and non-motorized transportation plans, and information from technical websites including, but not limited to, the Active Transportation Alliance, the Pedestrian and Bicycle Information Center, and the National Complete Streets Coalition. For technical information regarding the design of Non-Motorized Transportation Improvements, the American Association of State Highway Transportation Officials (AASHTO) and the National Association of City Transportation Officials (NACTO) websites and design guidelines were consulted.

Current status of Greenways Plan improvements

A review of the recommendations and implementation status of the Greenways Plan was conducted. The status of each of the proposed facility improvement recommendations was considered and the unimplemented priority projects from the Greenways Plan have been incorporated in *Bike-Walk HP 2030*.

Existing conditions for bicycle and pedestrian improvements in Highland Park

A review of the existing conditions relative to shared trails, street classifications and existing sidewalks was conducted. The conditions identified were then used to inform the recommendations for demonstration and long term project improvements.

Community input via internet surveying and community meetings

To gather input from the community, an online survey was disseminated and two community meetings were held in June 2011. The online survey, accessible by the public for approximately two months, was completed by 518 persons. Residents of Highland Park accounted for 86 % of the survey responses. The survey found the following from survey respondents:

- 73% walk intentionally either daily or weekly for recreation, to perform errands or go to work
- 69% believe that all local roads, to the greatest extent practicable, should be designed to provide safe access for biking and walking
- 56% would be encouraged to bike more if facilities were improved
- 55% bike daily or weekly
- 43% identified street/path conditions and traffic safety as the biggest barriers to biking more frequently
- 38% would be encouraged to walk more if facilities were improved
- 37% have walked to a Metra station up to 10 times in the last year 34% desire to walk to shopping areas
- 34% identified lack of sidewalks and traffic safety as the biggest barriers to walking more frequently
- 34% desire to bike to shopping areas

The results of the survey show that a majority of respondents favor pedestrian and bicycle improvements in the community. The full survey results are contained in the Appendix of this Plan.

Additional input to the Non-Motorized Transportation Plan was provided at two public meetings held in June 2011. More than 75 attendees were presented with information regarding pedestrian and bicycle facilities and were given the opportunity to speak to City staff of their interest in improved bicycle and pedestrian facilities and of specific improvements needed across the community. Attendees were asked to provide information about trails, streets sidewalks and intersections that they used and that may need some level of improvement.

The input gathered from correspondence to the Planning Division, from the community survey and the public meetings have been vital in the development of this plan and are summarized below:

Summary of Public Input from Community Survey and Public Meetings	
Public Input	**Survey / Meetings**
Community destinations needing improved access include the: Botanic Gardens, Rosewood Beach, Central Business District and the shopping district at Park Ave West and Rte. 41	Survey
Downtown Intersections are dangerous for pedestrians	Meetings
Bike lanes would discourage bicycle and automobile conflicts	Meetings
East / West pedestrian and bicycle access across Rt. 41 is limited and difficult and needs to be improved particularly along Clavey Road and Park Avenue West; More effective pedestrian signals needed at Rt. 41 intersections	Survey / Meetings
Improved signage for bike paths, pedestrian paths and trails is needed	Meetings
Multi-use paths (bicycle trails) and sidewalks need to be maintained and kept clear for year round use	Meetings
Safety concerns including traffic and road surface conditions inhibit bicycle and pedestrian activity	Survey

All of the documentation and public comment from the planning process is provided in the Appendix.

The collected information and input were used to support the recommendations for the Complete Streets Policy and the Non-Motorized Transportation Planof *Bike- Walk HP 2030*.

VI. Types of Bicyclists and Pedestrians and Facility Needs

In considering the range of benefits that can accrue to the community, its residents and others, from improved bicycling and walking conditions, the following paragraphs identify who the users of these future facilities will be.

Bicyclists

It is generally recognized that bicyclists may be divided into two categories: (Group A) Advanced and (Group B) Basic. There is a Group C – children, who share certain characteristics with basic cyclists, and consequently their needs are sometimes classified together. The recommendation set forth in this plan deal with the needs of Groups A and B. With regard to Group C, pre-teen cyclists typically, and should, ride under supervision, close to home and on the sidewalk. The needs of the pre-teen cyclist are addressed through the recommendations for improved sidewalks with continuous pedestrian connections to local parks and schools.

Group A: Advanced:

Group A is composed of experienced riders who can operate a bicycle under most traffic conditions. This group includes bicycle commuters, cycling sport riders and other cyclists who understand and follow the rules of the road and are comfortable riding on all or most streets and roadways with or without bicycle facility improvements

Group B: Casual

Group B is composed of new adult and teenage riders who are less confident of their ability to operate in traffic without special provisions for bicycles. Some of these riders will transition into the A group but there are always many basic bicyclists who desire comfortable access to destinations and well-defined separation of bicycles and motor vehicles.

Bicycles can safely share roadways with motor vehicles when appropriate consideration is made during the design and construction of new, rehabilitated or reconstructed roadways. Numerous types of bicycle accommodations can be considered based on the context, the surrounding land use, existing conditions and characteristics of specific roadways. Accommodations can be any facility intended to improve bicycle travel or interaction between bicycles and motorists, and can include a range of options along a continuum including signed bicycle routes, shared roadways and striped bicycle lanes.

Group A cyclists can be served by making streets bicycle-friendly. A bicycle-friendly street has hazards removed and smooth pavement surfaces that are patched, swept, and striped/painted. Group B riders can be served in key travel corridors with designated facilities including signed and striped bicycle lanes, shared roadways, and off-road trails.

Sidewalks are not a recommended route for bicyclists as they are primarily pedestrian spaces and bicyclists crossing driveways and intersections along a sidewalk increase the risk of accidents. Group C riders (children) should be the only authorized Group permitted to ride a bicycle on the sidewalk according to the Highland Park Municipal Code.

The recommendations for bicycle facility improvements contained in this Plan are primarily targeted for bicyclists contained in Group B.

Pedestrians

People walk places because they want to or may have to. The purpose of walking can be both utilitarian and recreational. While everyone is a pedestrian at one time or another, there are groups of people that walk because they have no other transportation options. In that category are households without cars, senior citizens that have given up a driver's license, children and the disabled. Planning for a high quality walkable community includes the design, implementation and maintenance of convenient and safe sidewalks, intersections and crosswalks. An additional key aspect of pedestrian planning is to consider and assure comfortable access to public transportation facilities. Highland Park recognizes that there is a growing need and responsibility to provide options that give people the opportunity to walk—to walk more often, to walk to more places, and to feel safe while doing so.

The next section examines the existing roadway system in Highland Park, the nature and categorization of streets, and the function that they provide.

VII. Highland Park's Transportation System

The Highland Park Transportation System is an interconnected network of right-of-way improvements. Most, but not all of these improvements are controlled by the City, but some roads, intersections, trails and public transportation facilities, are controlled by other government or transportation entities. As the City moves forward with implementation of the Plan, it will be important to be cognizant of jurisdictional matters and to coordinate with other agencies accordingly.

The following section briefly describes Highland Park's transportation system.

Streets: by type (road classification) (see map)

- **Arterials** are streets that provide for (a) traffic movement between areas, through, and across portions of the City of Highland Park; (b) direct connections to principal activity centers; and (c) connections to the freeway/expressway network. Arterials typically have the greatest volume of traffic of all streets but for highways.
- **Arterials in Highland Park include** Deerfield Road; Green Bay Road; Lake Cook Road; Old Elm Road; Park Avenue West; and portions of Central Avenue; Half Day Road; Laurel Avenue; Roger Williams; Sheridan Road; and St. Johns Avenue

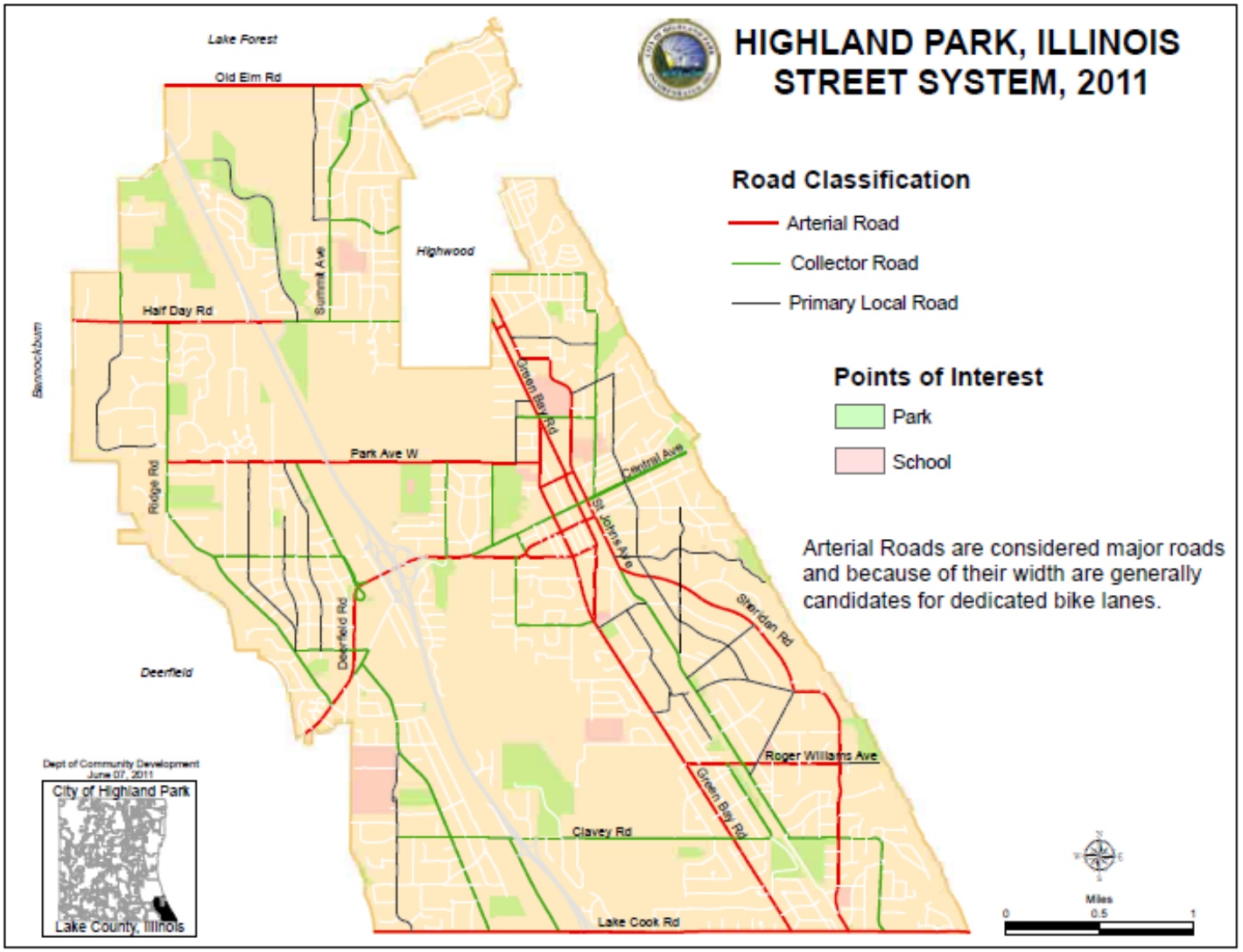
- **Collectors** are streets that provide for (a) direct connections from arterial streets to residential areas as the principal entrance and (b) the principal circulatory element within a neighborhood or activity center for collection and distribution of traffic to local streets
- **Collectors in Highland Park include** Berkeley Road; Beverly Place; Clavey Road; Old Trail Road; Summit Avenue; Sunset Road; Walker Avenue; Vine Avenue; and portions of Central Avenue; Laurel Avenue; Ridge Road; Sheridan Road; and St. Johns Avenue

- **Primary Locals** are streets that provides for direct access to abutting land (a) connections to collector streets and/or to secondary arterials (approximately 1 mile long or more)
- **Primary Locals in Highland Park include** Beech Street; Bloom Street Burton Avenue; Cavell Avenue; Dean Avenue; Eastwood Avenue; Forest Avenue; Lincoln Place; Linden Avenue; Midlothian Avenue; Moraine Road; Park Avenue East; Ravinia Road; Ravine Drive; Red Oak Lane; Ridgewood Drive; Sunnyside Avenue; Tennyson Lane; Trail Way; University Avenue

- **Secondary Locals** are streets that provide direct access to abutting land (a) connections to collector streets and/or to secondary arterials. These are the lowest traffic volume residential streets in the City.
- **Secondary Locals in Highland Park include** all Highland Park streets not classified within one of the above categories.

Map #2 illustrates the roadways in Highland Park by their classification type.

Bike – Walk HP 2030



Sidewalks

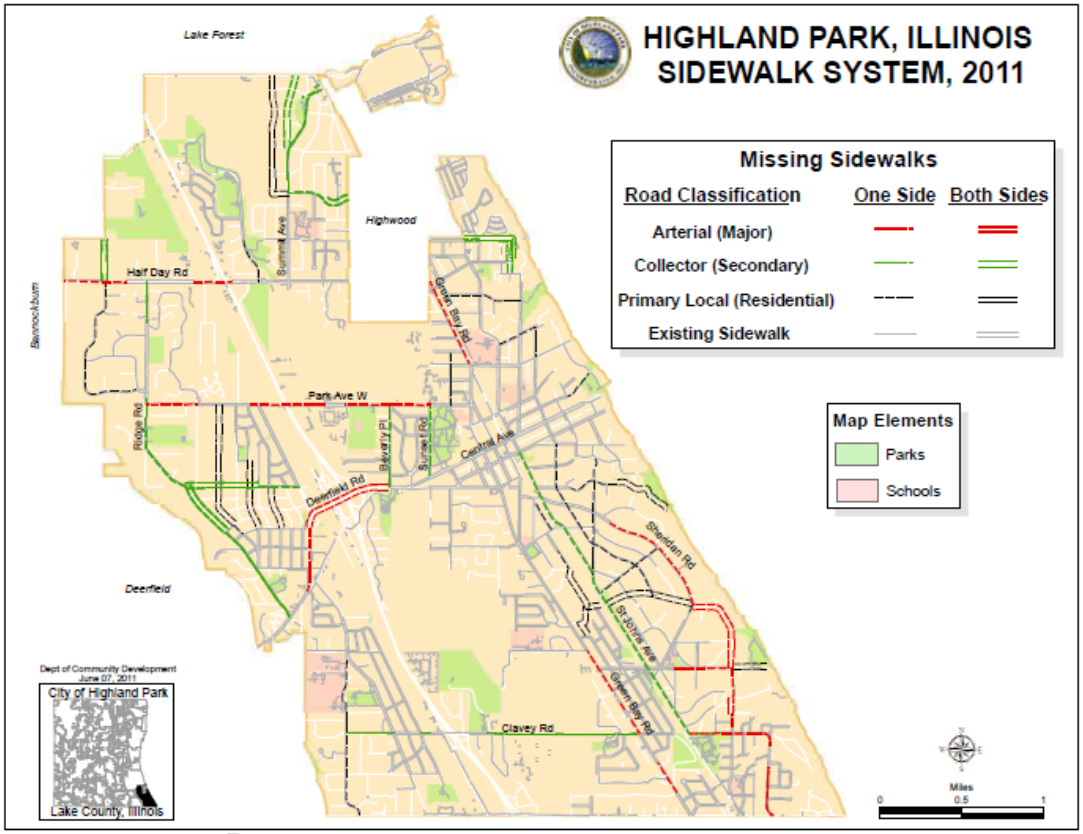
These are paved pedestrian ways on the parkway at the side of a street. Sidewalks are an integral part of transportation corridors. Sidewalks make pedestrian travel practical and easy, provide access to public transportation and provide access to a range of destinations. Many streets in Highland Park were built without sidewalks, which has resulted in a mixed impact on the community's character. While creating an environment where natural vegetation and landscaped yards abut the streets without interruption, thus establishing a "leafy" neighborhood ambiance, the lack of sidewalks also creates hazards for pedestrians who must use streets for walking and running. These hazards are particularly severe for children, the elderly, and the disabled.

The Greenways Plan established a principle that there should be a continuous sidewalk along one or both sides of all major streets, especially on the designated Bicycle Routes, or where gaps occur in the sidewalks. Due to the natural vegetation, landscaping, and topography found along some of these streets, the proposed sidewalks must be carefully built to reduce the visual and physical effects on adjacent areas. It is a fact that while many residents want and need access to sidewalks, many residents do not want sidewalks installed where none are present, and feel perfectly safe walking in the street, and would reject the installation of sidewalks due to the impact on the character of the street. Therefore, the Greenways Plan recommended that the City hold a public meeting before each sidewalk is designed; the meeting allows the design team to gather comment of affected residents. The Department of Public Works has developed a protocol for neighborhood input on sidewalk construction.

Ideally, it is desirable to have sidewalks on both sides of streets. If sidewalks are present on both sides of a street the need for a pedestrian to crossback-and-forth between street sides is minimized; a pedestrian is safer when the number of street crossing points is as few as possible. The City Code requires sidewalks to be provided on one or both sides of most streets except for those in the lowest density single family districts and most streets

have sidewalks on at least one side. Nevertheless, there are numerous examples in Highland Park where a sidewalk ends mid-block or a sidewalk is absent in a critical location making it difficult to walk to a community destination.

Map #3 illustrates where sidewalks are missing along Highland Park roadways.



Street Crossings: Intersections and Cross-Walks

Sidewalks provide appropriate pedestrian mobility until the sidewalk ends at a curb and the pedestrian must enter the street surface to cross the street. Consequently, a good pedestrian network provides safe and convenient crossing opportunities. The intent of a well-designed and marked crosswalk is to increase pedestrian safety and promote pedestrian traffic. At crosswalks that are controlled by a traffic signal, pedestrian activated controls can be incorporated. At certain high volume and notably difficult pedestrian intersections such as in downtown or those crossing Illinois Route 41, countdown pedestrian signals have been installed.

Well-designed crosswalks relate to the physical context in which they are located. In lower density residential locations, a clearly striped cross-walk may be sufficient. In more densely developed areas, or near schools and parks, additional measures beyond the level of the current improvements may need to be incorporated to improve safety.

The goal of good crosswalk design is to: 1) limit the wait time for a crossing opportunity; 2) make it clear to the pedestrian where they should be walking while crossing; 3) assure that the pedestrian can clearly see vehicles and be seen by motorists; 4) limit the time crossing the street; and, 5) assure that there is a pedestrian destination or route on the other side of the crosswalk. To achieve these goals pedestrian intersection enhancement measures may include high visibility crosswalk markings and advance yield lines, pedestrian signage, median refuge islands, street and cross-walk illumination, curb extensions to shorten crossing distance, raised crosswalks, pedestrian activated flashing beacons, and others, as warranted. Additional accommodations such as audible countdown indicators can assist visually impaired pedestrians.

Shared Use Paths (Off-street trails)

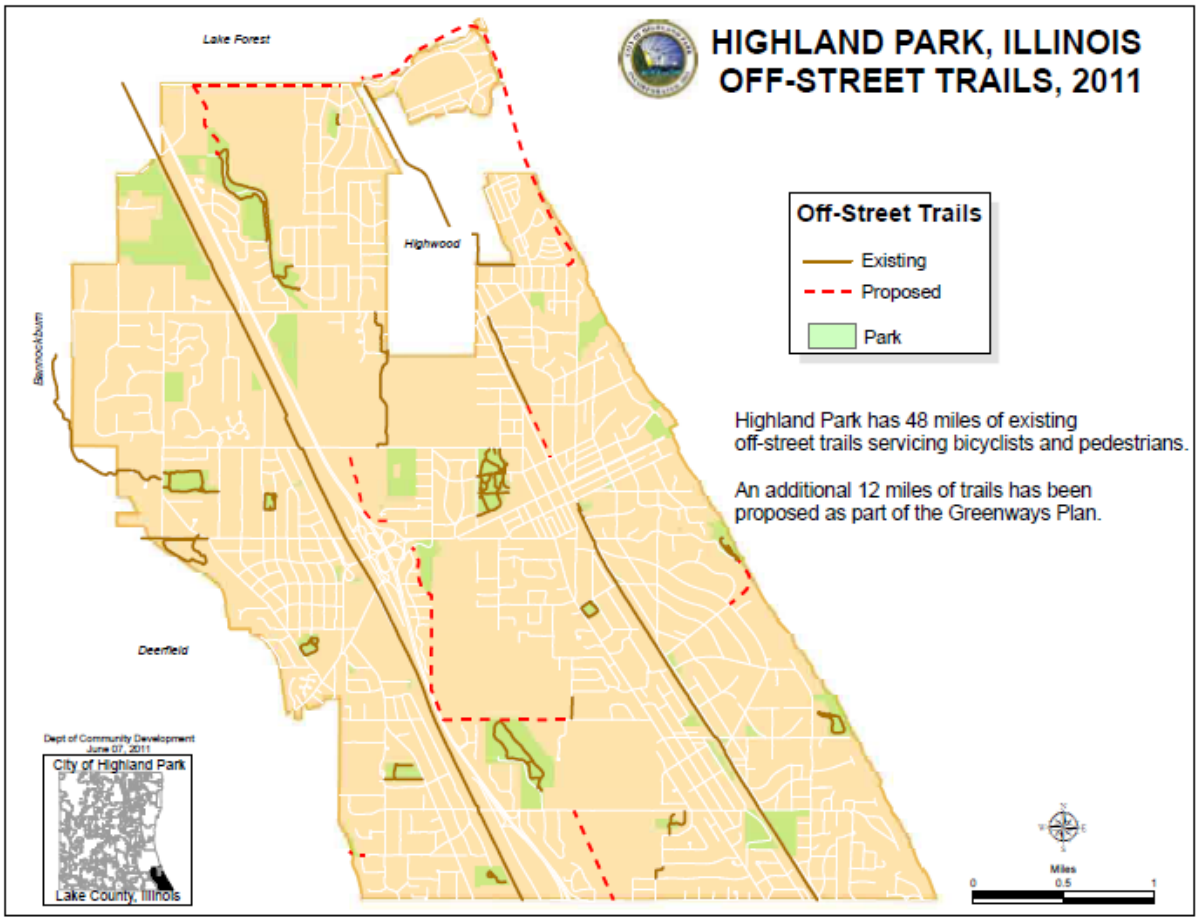
Shared use paths provide transportation and recreation opportunities for bicyclists and pedestrians. In Highland Park the most notable shared use paths are the Green Bay Trail and the Skokie Valley Trail. These trails and others in Highland Park provide many valuable benefits including transportation links, recreation venues, habitat corridors, economic development attractors and outdoor fitness facilities. These shared use paths not only provide transportation in the City but connect Highland Park to an extensive system of other paths throughout the region. The Park District of Highland Park has developed numerous trails through its facilities. In addition, other agencies have developed shared use paths including not-for-profit organization such as Open Lands which developed a lakefront shoreline trail in the Highland Park portion of Fort Sheridan.

In 2011, Open Lands constructed a lakefront trail along the Lake Michigan shoreline at Fort Sheridan.

Open Lands lakefront trail at Fort Sheridan.

Bike – Walk HP 2030

Map #3 illustrates the existing shared use paths in Highland Park abnd those proposed in the Greenways Plan.



Public Transit

Transit as a mode of transportation includes public bus service, commuter rail and van pools. Expanding or improving access to transit and transit facilities is complementary to promoting pedestrian travel as a non-motorized transportation mode and is therefore addressed in the Plan.

The success of transit as a mode of transportation is dependent upon pedestrian access. People with disabilities and others may rely on transit as their primary source of transportation and transit facilities and pedestrian connections to these facilities need to be designed to meet their needs.

Public transit service in Highland Park is provided by Pace suburban bus service and Metra, the commuter rail agency in northeast Illinois. There are four Pace routes that run in Highland Park. Pace operates its Highland Park routes with fixed stop locations and on a "flag stop" basis; riders are able to board or exit a bus at any intersection along the route. Metra has three stations in Highland Park and two in Highwood (Downtown and Fort Sheridan) that provide commuter rail service to Highland Park residents and employees.

Highland Park Senior Connector

The City operates the Highland Park Senior Connector, a free bus service for people age 50 or more. The Senior Connector runs on fixed routes primarily within downtown Highland Park and to nearby senior-oriented residential developments; shopping locations and community institutions such as the senior center and the public library. The bus is wheelchair accessible. The senior connector runs Monday through Friday between the hours of 9 a.m. and 2 p.m. Due to funding constraints, in spring 2011 the hours of Senior Connector operation were reduced by approximately two hours per day.

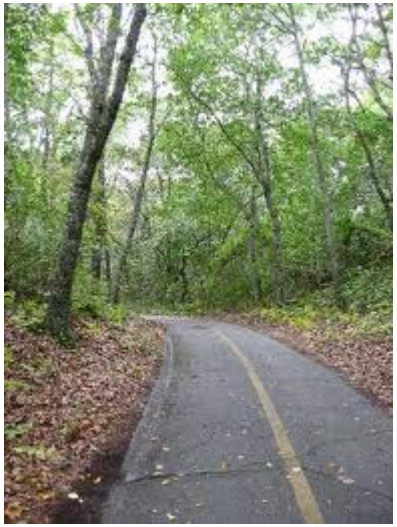
Moraine Township Para-Transit Door-to-Door Vans
Moraine Township initiated a local van transportation service in 2006, enabling qualified residents (seniors, disabled, and/or low income) to travel even outside Township boundaries to medical appointments (as far as a 15 mile radius) for a nominal charge of $4 per trip. The Township operates two paratransit vans that have wheelchair lift service. The Township employs the drivers, and staff schedule advance appointments for rides on "Moraine Door-to-Door" vans. Hours of operation are Monday through Friday: 8:30 a.m. to 4:00 p.m.

Based on the previous assessment of Highland Park's transportation system, the following are examples of improvements that may be considered for the implementation of Highland Park's Non-Motorized Transportation Network. The specific improvements that may be implemented at a particular location will be determined based a variety of factors considered during the design phase of a project.

VIII. Proposed Bicycle and Pedestrian Facilities

Shared Use Paths: These facilities, designed for a range of activities and users, are physically separated from motorized traffic except at intersections and road crossings. Examples in Highland Park of Shared use paths include the Green Bay Trail and the Skokie Valley Trail. Ideally, Shared use paths, are designed and constructed 8 to 12 feet wide with or without adjacent soft surface treatments to be used by all cyclists and pedestrians. Additional facilities and amenities can be incorporated such as benches, water fountains and route maps. Shared use paths should be kept clear of snow and ice in winter and debris in other seasons so that they can provide year round functionality.

A soft surface shared use path similar to the Green Bay Trail in Highland Park.



A hard surface shared use path.

Bike – Walk HP 2030

Bicycle Lanes: These facilities are portions of a roadway identified by striping, signing and pavement marking for preferential use by bicyclists and are intended to increase bicyclist comfort and safety. Cyclists in a bicycle lane travel in one direction with the flow of traffic. Parking is not permitted in a bicycle lane. On roads that have bicycle lanes and parking, the bicycle lanes should be striped between the parking spaces and the bicycle lane.

There are a variety of bicycle lane types including dedicated bike lanes and buffered bike lanes. Dedicated bike lanes are appropriate for collector and arterial streets with moderate to high automobile travel demand. Dedicated bike Lanes should be a minimum of 4 feet wide with a preferred width of 5 to 6 feet.

Buffered bike lanes provide a greater separation from motor vehicle traffic. Buffered bike lanes are intended to be implemented on arterial roadways with high automobile traffic. The total width of a buffered bike lane should be a minimum of 7 feet in a single direction.

Example of a standard bike lane

Example of Bike Lane Regulatory Signage

Example of a buffered bike lane.

Sidepaths are shared use paths that run directly adjacent to and parallel to a roadway.
Sidepaths may be considered an extra wide sidewalk. Sidepaths are best used along roadways that have high traffic volumes and speeds and that do not have a lot of intersection and driveway crossings. The photo at right is a sidepath installed in 2011 on IL Route 22 immediately west of Route 41 in Highland Park.

Bike – Walk HP 2030

Shared Roadways are streets shared by bicycles and motor vehicles that are marked with pavement marking and signage. The typical marking is called a "sharrow". Shared roadways are defined by wider pavement widths and lower traffic volumes and speeds. Pavement markings provide information to cyclists on where to be riding in a lane of traffic and inform motorists of the presence of cyclists. Shared roadways are typically implemented on arterials, collector and primary local streets when speed limits are below 35 miles per hour. Low to moderate automobile traffic and lack of pavement width sufficient to install a dedicated bike lane are characteristics associated with the implementation of shared roadways.

Typical Shared Roadway Pavement markings – the "sharrow."

Potential Sign Assembly for Shared Roadways (Manual of Uniform Traffic Control Devices)

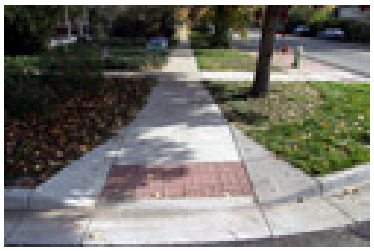
Bike – Walk HP 2030

Signed Routes are streets that are shared by bicyclists and motor vehicles and have bike route signage. Signed bike routes can be used to identify a preferred route to or between destinations and in cases when there is not sufficient pavement width for a bicycle lane or not a demonstrated need for one. A signed bike route may incorporate other improvements including bike lane markings or sharrows or may stand alone. In addition, bike route signs may incorporate additional wayfinding information

Pedestrian Facilities

Improvements for pedestrians will result in a safer, more enjoyable and utilitarian experience for residents and visitors of Highland Park. Enhanced pedestrian facilities such as those shown below and other types of improvements can be implemented at locations identified through public input, analysis of accident data and survey of existing conditions.

Sidewalks are the backbone of the pedestrian system and should be provided on a minimum of one side of most streets. The City width-standard for sidewalks is 5 feet in width with wider sidewalks provided in business districts and other locations of heavy pedestrian activity.

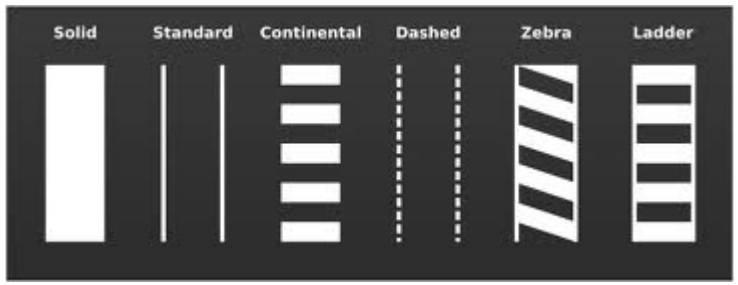


Example of a typical residential sidewalk with treatment to aid visually impaired persons.

The primary types of enhanced Pedestrian Facilities to be implemented are shown below:

Crosswalk Striping: On-street striping to delineate the pedestrian crosswalk can take many forms from minimal to more extensive. At unsignalized intersections, a combination of crosswalk striping and signage may be necessary to assure pedestrian safety. In special circumstances, additional on-street pavement markings can be provided to inform motorists of upcoming crosswalks. Specific crosswalk design solutions need to evaluate the land use and street context of the particular location in question.

Advanced crosswalk design may incorporate in ground lighting as well as more visible striping patterns to highlight the pedestrian route.

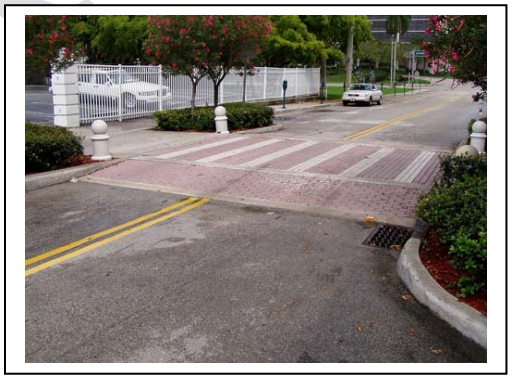


Examples of a variety of crosswalk marking designs.
Source: Federal Highway Administration

Bike – Walk HP 2030

Pedestrian Islands and **Mid-Block Crossings Islands** May be utilized on collector and arterial roadways and can create safe pedestrian zones away from automobiles. Typically placed mid-block, pedestrian islands reduce the length that a pedestrian must walk before reaching a safe stopping point.

Raised Crosswalk: Raised crosswalks are at grade with the sidewalk but act as either a speed bump and/or a reminder to automobiles that they have entered a pedestrian crosswalk. Raised crosswalks are typically installed to reinforce stop signs.



Bike – Walk HP 2030

Bicycle and Transit Support Facilities Includes bike related improvements such as bike parking facilities and bus shelters at nexus points with public transportation facilities. Improved bike parking at Metra stations and bus shelters, and hard standing surfaces at selected locations along Pace routes can make bicycle and bus commuting more attractive, comfortable and easy. The Ravinia and Downtown Highland Park Metra stations already provide covered bike parking.

Example of covered bike parking.

Bus shelters provide protection from the elements and may be strategically located along bus routes.

Bicycle Facilities

The facilities with which the City decides to improve a roadway for bicyclist use, and the specific nature of the improvement, will depend upon a number of factors: right-of-way and traffic lane width, the presence of on-street parking and average daily traffic volume. There are a variety of analytical tools that can be used to assess the bicycle related improvement needs of a specific roadway. One such tool is the Bicycle Level of Service Model (BLOS) that is being utilized in many jurisdictions. BLOS can be used to determine the nature of the improvement to be designed for a specific roadway segment. Once the decision is made as to the appropriate type of accommodation to use, the design of the improvement must be addressed. A number of national and governmental organizations such as the American Association of State Highway and Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO) and, the Federal Highway Administration (FHWA) have developed guidelines and standards for the design, implementation and maintenance of bicycle facility improvements. The guidelines and standards comprehensively address design factors such as facility width, slope, striping, surface materials, and signage. This Plan recommends that the City incorporate the use of BLOS and these design standards to guide the future development of non-motorized transportation improvements.

Bicycle Level of Service Model

Bicycle Level of Service (BLOS) Model is a statistical formula used by planners, designers and engineers to evaluate a bicyclist's perception of safety and comfort along a roadway. The BLOS model is based on the research documented and published by the Transportation Research Board of the National Academy of

Sciences.[4] State and local transportation departments across the country have used this model to assist in non-motorized transportation planning and help establish an Implementation Plan.

The following table identifies the information needed and how the information is utilized to determine the appropriate improvements for a particular roadway location.

Model Inputs	Applications
Average Daily Traffic	1) Conducting a benefits comparison among proposed bikeway/roadway cross-sections 2) Identifying roadway restriping or reconfiguration opportunities to improve bicycling conditions 3) Prioritizing and programming roadway corridors for bicycle improvements 4) Creating bicycle suitability maps 5) Documenting improvements in corridor or system-wide bicycling conditions over time
Number of Through Traffic Lanes	
On-Street Parking	
Pavement Condition	
Pavement Width	
Percent of Heavy Vehicles	
Speed Limit	

BLOS scores are categorized as "A, B, C, D, E and F" with "A" being the most comfortable for bicyclists and "F" being the least comfortable under the existing conditions.

The City of Highland Park can use BLOS scores, in conjunction with accident (crash) data, public input, and proximity to points of interest to establish a pattern of implementation and to determine which roadways are most in need of bicycle improvements and the nature of the bicycle accommodation to be provided.

[4] http://www.trb.org

Bike – Walk HP 2030

The addition of bicycle facilities in Highland Park will create an environment where bicyclists can ride comfortably, safely and efficiently throughout the community. It should be noted that improving the conditions for pedestrians and bicyclists has the potential to impact automobile traffic flow in certain locations. For example, increasing the "walk" time for pedestrians at a busy signalized intersection can reduce the amount of left hand turning time available for automobiles. Another example is that installing a bicycle lane will reduce the available lane width on a street. With these examples in mind, balancing the requirements of motorized and non-motorized users will be one of the many factors that will need to be taken into account as part of the implementation of *Bike-Walk HP 2030*.

IX. Policy and Plan Recommendations

Bike- Walk HP 2030's recommendations for program and facility implementation begin with the Complete Streets Policy. The Policy is intended to be fundamental to decision making relative to street improvements in the City. The Policy has been developed to be comprehensive, but flexible, and to provide the necessary guidance to the public and private sectors to assure that the needs of all users are considered when street improvements are considered. The Complete Streets Policy incorporated herein has been reviewed and recommended for adoption by the City's Transportation Commission. [5]

Proposed City of Highland Park Complete Streets Policy

Complete Streets are streets that safely accommodate street users of all ages and abilities including: pedestrians, bicyclists, transit riders, and motorists. Through the Complete Streets Policy, the City of Highland Park affirms its commitment to planning, funding, designing, constructing, operating and maintaining its public streets and right-of-ways according to the Complete Street principles in order to support the City's Sustainability Plan and enhance the Public Street Standards within the Highland Park Code with the goal of creating a safe, sustainable, attractive and utilitarian multimodal network that balances the needs of all users within the community.

By adopting the Complete Streets Policy, the City of Highland Park:

- *Affirms that street improvements throughout the community will improve Highland Park's commercial and residential environment by providing a safe, enjoyable and attractive atmosphere for street users of all ages and abilities*

[5] To be considered by the Transportation Commission on December 7th.

- *Recognizes that the development of well-designed pedestrian and bicycle facilities enhances and encourages recreational and transportation opportunities, thus promoting active, healthy lifestyles, reducing the depletion of natural resources, improving safety and access, and reducing traffic congestion*

- *Appreciates the positive role that well-designed pedestrian and bicycle facilities play in attracting economic development and sustainable economic growth*

- *Values the long-term cost savings of developing pedestrian and bicycle infrastructure as they relate to improving public health, environmental stewardship, reducing fuel consumption, and reducing the demand for motor vehicle infrastructure*

By adopting this policy, the City's Commissions will consider and require, as a function of their development review authority, the incorporation of Complete Streets improvements in new development in addition to considering requests from residents and property owners, prior to making recommendations to the City Council following the appropriate public meetings. Furthermore, Complete Streets improvements will be considered and included, in accordance with this policy, during the reconstruction or rehabilitation of existing roadways.

<u>Objectives and Intentions</u>

The Highland Park City Council hereby declares that the City's objectives and intentions for developing a Complete Streets Policy are to:

1. *Use this Policy and the City of Highland Park Master Plan, Non-Motorized Transportation Plan (A.K.A Bike-Walk HP 2030), Sustainability Plan and City Code to guide the planning, funding, designing, implementation and operation of new and reconstructed streets while remaining flexible to*

the unique land use contexts of different neighborhoods where sound engineering and planning judgment will produce appropriate improvements

2. *Maintain the minimum safe street pavement width and radii and sidewalk pavement width to accommodate emergency and freight vehicles as specified in Section 94 of the Highland Park Code*

3. *Adopt and follow contemporary national and/or state standards and statutes affecting implementation and maintenance of Complete Streets*

4. *Support the PACE and METRA transit systems by providing and maintaining facilities for their users and encouraging usage of mass transit*

5. *Fund the implementation and maintenance of Complete Streets improvements*

6. *Maximize the transportation options available within the public right-of-way*

7. *Develop a street system that supports inter-municipal and regional connectivity*

<u>Policy Implementation</u>

The City of Highland Park will implement the Complete Streets Policy by:

1. *Incorporating this Complete Streets policy into the Highland Park Municipal Code*

2. *Reviewing and amending, as necessary, the applicable codes, standards, details, policies or practices needed to ensure that design components for all new or modified streets follow the intent of City policy and the Municipal Code*

3. *Recommending Complete Streets improvements and solutions that harmonize with the surrounding land uses*

4. *Identifying and pursuing funding sources to augment City of Highland Park revenues in order to implement Complete Streets improvements*

5. *Continuing inter-departmental project support and coordination focusing on activities occurring within public right-of-ways in order to better use fiscal resources*

6. *Developing mechanisms recommended by the Transportation Commission by establishing an ongoing Complete Streets and Non-Motorized Transportation Subcommittee, approved by the City Council, to oversee the implementation of the Complete Streets policy and consider input from the public, other Commissions, and City professional staff on related matters. The Complete Streets and Non-Motorized Transportation Subcommittee shall be comprised of members of the Plan or Transportation Commissions or Highland Park residents*

7. *Reporting to the City Council and informing the public on an annual basis of the implementation of Complete Streets related improvements and*

8. *Recognizing that Complete Streets may be achieved through single projects and incrementally through a series of smaller improvements or maintenance activities over time, and that all sources of transportation-related funding be drawn upon to implement Complete Streets*

9. *Developing evaluation measures, Bicycle Level of Service, inventory gaps in the sidewalk network, inventory the length of streets with bicycle or pedestrian friendly enhancements relative to the Complete Streets policy*

Exceptions

Exceptions to the Complete Streets Policy shall only be granted by the City Council pending the Complete Streets and Non-Motorized Transportation Subcommittee's review and recommendation of a report from City professional staff addressing how the Complete Streets Policy is deemed unreasonable or infeasible due to the following circumstances:

1. *The proposed roadway prohibits non-motorized transportation*

2. *Location specific topographic or other natural or man-made physical conditions*

3. *The financial impact of constructing or maintaining the proposed improvement is exorbitant relative to the potential benefit of the improvement*

4. *There is a documented absence of need for the proposed improvement and*

5. *Absence of jurisdictional authority. City staff will contact the appropriate jurisdictional authority in order to request and encourage Complete Streets improvements within Highland Park*

Bike – Walk HP 2030

Staff Oversight

To assure project compliance with the Complete Streets Policy and future City Code provisions and guidelines, the Director of Public Works should designate a Non-Motorized Transportation Plan Coordinator in the Department to review all projects.

Bike – Walk HP 2030 System Plan

The proposed Complete Streets framework recommends that Highland Park strive for a standard level of improvement for the streets in the Highland Park with the goal of achieving consistency with the proposed Complete Streets Policy. The timeframe of this Plan, to the year 2030, is an acknowledgement that to achieve implementation the improvements recommended will require funding to span over a number of years. While being cognizant of existing conditions and financial resource constraints, the City's goal should be to achieve, over time, the highest level of improvement possible for each street classification. Consistent with the Complete Street Policy, implementation of recommended improvements can and should occur as a matter of course when City streets are resurfaced or as stand alone projects, when warranted.

The improvements listed are in descending order of complexity, so bicycle lanes are a higher level of improvement when compared to a shared lane. The framework is not rigid, but recommends a variety of accommodations that can be considered for each roadway by type and context. In terms of context, selecting the appropriate accommodation for a specific situation shall be guided by various conditions including but not limited to the roadway type, adjacent land uses, right-of way and traffic lane widths, and the presence of on-street parking.

Bike – Walk HP 2030

Complete Streets Matrix and Framework – Preliminary*				
	Street Classification			
	Arterial	**Collector**	**Primary Local**	**Secondary Local**
Automobile Lanes	Provide adequate traffic lanes	Provide adequate traffic lanes	Provide adequate traffic lanes	Provide adequate traffic lanes
Bicycle Improvement	Bike lanes (separated or sidepath); shared lanes; signed routes	Bike lanes (separated or sidepath); shared lanes; signed routes	Shared lanes or signed route	No improvements warranted unless pending a specific resident request
Pedestrian Improvement	Sidewalks – both sides of street; cross-walks marked at intersections; mid-block crossings; pedestrian islands	Sidewalks – both sides of street; Cross-walks marked at intersections; pedestrian improved crossing signals	Sidewalks – at least one side; sidewalks do not terminate mid-block; cross-walks marked at intersections w/collectors	Sidewalks – at least one side; Sidewalks do not terminate mid-block; cross-walks marked at intersections w/collectors and arterials

	incorporated at selected intersections; pedestrian improved crossing signals		and arterials	
Transit Related Improvements	Protected shelters and paved bus stops provided; Bicycle parking (protected) provided at transit stations	Protected shelters and paved bus stops provided; Bicycle parking (protected) provided at transit stations		
*The recommendations set forth in this table do not constitute design requirements but are guidelines related to the generally appropriate improvement by type of street and do not preclude the application of alternatives solutions on a given street segment.				
Preliminary Potential Improvements *(will be impacted by local street conditions)*				
Bike Lanes: w/curb and gutter = 5 feet; w/out curb and gutter = 4 feet				

Bike – Walk HP 2030

Shared Lanes: include sharrows and signage
Trails: See AASHTO, NACTO or other guidelines for specific improvement designs
Sidewalks: City standard is 5 feet wide.
Intersections: enhancements can include but are not limited to: high visibility crosswalk markings; advance yields lines; median refuge islands; street, cross-walk and signage illumination; curb extensions to shorten crossing distance; ped-activated lights; audible traffic signals, etc.
Transit Related Improvements: See PACE Development Guidelines

Bike – Walk HP 2030

Developing Solutions for Bicycling and Walking

Bike – Walk HP 2030 is a first means of addressing the barriers to bicycling and walking in the community. As stated previously, *Bike – Walk HP 2030* seeks to build on and refine previous planning efforts and provide the elements that will lead to solutions that will benefit Highland Park residents seeking a better bicycling and walking system. Recommendations will address the following by areas:

- Engineering
  - Updating City Codes related to non-motorized transportation improvements
  - Utilizing nationally recognized standards for the design and operation of bicycle and pedestrian improvements
  - Designing and engineering safe and accessible roadways and pedestrian facilities
  - Improving connectivity and access to major community destinations
  - Finding funding to support and sustain the improvements long-term
- Education
  - Educating roadway users about rules, rights, and responsibilities
  - Providing bicycle education opportunities for community residents
- Enforcement
  - Enforcing proper behaviors and use of roadway facilities
- Encouragement
  - Promoting walking and physical activity throughout the community
- Evaluation and Planning
  - Developing baseline data to measure the outcome of planning and implementation efforts
  - Evaluating the outcomes of the planning and implementation efforts

X. Recommendations and Implementation

Bicycle and Pedestrian Facility Planning in Highland Park

In Highland Park, historically, three entities have been responsible for bicycle and pedestrian facility planning. At the broadest regional level, the Lake County Department of Transportation has developed parts or all of certain off-street regional trails including the Skokie Valley trail, the Green Bay Trail, and the McClory Trail. The Park District of Highland Park is responsible for portions or entire section of shared use paths (off-street trails) that are located within its parks. The City of Highland Park is responsible for the balance of trails and sidewalks in Highland Park.

With respect to roadways, the City of Highland Park has jurisdiction over most local streets but other governmental units also have jurisdiction over streets located in and on the periphery of the City.
The following governmental entities have jurisdiction over specific roadways in Highland Park and the City will need to coordinate with these entities on projects where there is a jurisdictional interconnection:

- Illinois Department of Transportation: IL Route 41, Sheridan Road, Deerfield Road
- Cook County: Lake Cook Road (east of Green Bay Road and West of Winiona)
- City of Lake Forest (Old Elm Road)

Implementing the complete streets policy and non-motorized transportation improvements will have an impact on the City's budget in terms of staff time and budget expenditures. Installation of bicycle and pedestrian improvements will compete with other necessary infrastructure projects for funding and will add to the cost of roadway improvement projects. The cost of developing a shared use path or sidepath varies depending upon

land acquisition and the extent of the improvements proposed. For example, the City of Chicago expends approximately $40,000 to $50,000 per mile of standard bike lane, $10,000 to $15,000 per mile for shared bike lanes and up to $200,000 per mile of buffered bike lanes. Signed bike routes are the least expensive bicycle facility improvement. The consequence to the City's capital improvement program is the potential to reduce the amount of street repaving annually, but with the advantage of addressing the transportation needs of an increased range of users.

Policy Recommendations

1. The City of Highland Park will develop the policies, plans and guidelines and outreach mechanisms to other agencies so that bicycling and walking are integrals part of City life.			
	Short-Term (0 – 2 Years)	**Mid-Term (2 – 4 Years)**	**Long-Term (4+ Years)**
Adopt the Complete Streets Policy proposed herein.	√		
Accept the Complete Streets Matrix and Framework as a guideline for future road improvement projects.	√		
Develop and update a Complete Streets Improvement Master Plan program	√	Ongoing	
Apply appropriate national model design standards for bicycling, pedestrian and public transportation facilities.	Ongoing		

Bike – Walk HP 2030

	Short-Term (0 – 2 Years)	Mid-Term (2 – 4 Years)	Long-Term (4+ Years)
Incorporate bicycle parking requirements in the zoning code for all multiple family residential and commercial land uses and provide on-street bike parking throughout the community.	√		
Provide facilities for two levels of bicycle riders: basic and advanced.	Ongoing		
Design, develop and operate sidewalks as pedestrian spaces first and as bicycle facilities for children.	Ongoing		
Provide or coordinate efforts with Pace and Metra to provide appropriate bicycle and pedestrian improvements along bus routes and at train stations.	Ongoing		
Work with and encourage/support the development of Park District and Forest Preserve District facilities that include paved multi-use trails that meet standards for safe and attractive bicycle and pedestrian transportation.	Ongoing		

2. The City of Highland Park will develop and maintain a continuous, interconnected bicycling and pedestrian system that accommodates short and long distance trips and provides connections and access to major community destinations.			
	Short-Term (0 – 2 Years)	**Mid-Term (2 – 4 Years)**	**Long-Term (4+ Years)**
Regularly assess street, trail and sidewalk maintenance needs and make spot improvements.	Ongoing		
Implement missing link and retrofit improvements in the biking and walking systems as highest priority projects.	Ongoing		
Improve the arterial and collector streets, when implementing roadway improvement projects, so that they provide a primary bicycling and walking system for through the City,	Ongoing		
Improve the primary residential streets so that they provide a secondary bicycling and walking system and a link to the primary system	Ongoing		

	Short-Term (0 – 2 Years)	Mid-Term (2 – 4 Years)	Long-Term (4+ Years)
Plan for and implement shared use path improvements at the same time as making street route improvements in order to provide riding and walking opportunities for all types of bicyclists and pedestrians.		√	√
Work with the School and Park Districts to ensure that schools and parks are safely connected into the bicycle and pedestrian systems.	Ongoing		

3. The City of Highland Park will accommodate funding of bicycle and pedestrian related improvements into the capital funding requests for street improvement related projects, where appropriate.			
	Short-Term (0 – 2 Years)	**Mid-Term (2 – 4 Years)**	**Long-Term (4+ Years)**
Identify and apply for grant funding for bicycle and pedestrian related improvement projects.	Ongoing		
Allocate and balance funding between projects designed to improve conditions for automobiles and those that accommodate bicyclists and pedestrians.	Ongoing		

4. The City of Highland Park will supplement these engineering improvements by implementing bicycle and pedestrian education, encouragement and enforcement and evaluation programs.			
	Short-Term (0 – 2 Years)	**Mid-Term (2 – 4 Years)**	**Long-Term (4+ Years)**
Establish a Non-Motorized Transportation Subcommittee of the Transportation Commission to monitor implementation of *Bike – Walk HP 2030.*	√		
Establish an on-going staff working group tasked with implementation of *Bike – Walk HP 2030.*	√		
Initiate a regular semi-annual bicycle count to establish base and on-going data on bicycling in Highland Park.	√		
Update the Bicycle section of the Highland Park Municipal Code and work to reinforce public understanding of laws concerning cyclists.		√	
Adopt requirements that property owners shovel snow and keep sidewalks clear for pedestrians.	√		
Provide an annual update that tracks the implementation progress of the Non-Motorized Transportation Plan.		√	

Bike – Walk HP 2030

	Short-Term (0 – 2 Years)	Mid-Term (2 – 4 Years)	Long-Term (4+ Years)
Work with local school districts on Safe Routes to School programs to increase the number of students that walk or bicycle to school.		√	
Collaborate with bicycle advocacy groups and other entities on the implementation of *Bike – Walk HP 2030* and other initiatives	Ongoing		
Pursue certifications as a Bicycle and Pedestrian Friendly Community		√	√
Enforce motor vehicle and pedestrian laws at high volume intersections in downtown Highland Park on a regular basis.	Ongoing		
Once or twice per year, close off selected streets for a specific time period to automotive traffic to promote biking and walking.		√	√
Promote bicycling and walking in Highland Park through the Healthy Highland Park Task Force.	Ongoing		

5. The City of Highland Park will work with adjacent municipalities and regional transit agencies to promote and implement improved regional connections.			
	Short-Term (0 – 2 Years)	**Mid-Term (2 – 4 Years)**	**Long-Term (4+ Years)**
Make improvements to corridors identified as regionally significant bicycle routes and coordinate planning and implementation with surrounding jurisdictions, as necessary.		Ongoing	
The City of Highland Park will seek to expand availability of and access to public transportation. Improve bike and public transit connectivity by providing secure and improved protected bicycle storage at Metra Rail Stations		Ongoing	
Provide hard –surface and protected bus shelters at to be determined locations along Highland Park bus routes.		√	
Conduct a feasibility study to explore the potential of expanding the Senior Connector for persons 50 years old and up to a Highland Park Connector that could be used by persons of any age including teenagers and all adults.		√	

	Short-Term (0 – 2 Years)	Mid-Term (2 – 4 Years)	Long-Term (4+ Years)
Promote Pace bus service and the local routes in order to increase local awareness of bus transit options and ridership	Ongoing		

Facility Improvement Recommendations

The recommendations contained herein are for a range of improvements including on-street routes, shared use paths, sidewalks and intersections.

On Street Bicycle Routes

As previously described, on-street route improvements should be developed by street classification type. The Greenways Plan identified numerous on-street routes but did not specifically state the extent and nature of the improvements to be incorporated. Consequently, only two on-street bike lane routes were recommended: Green Bay Road and Laurel Avenue. *Bike – Walk HP 2030* recommends that on-street route improvements be developed as suggested in the Complete Streets matrix provided. Consistent with the Complete Streets Policy, on-street route improvements should be designed and included in future planned street improvement projects. That way over time, as the City improves its streets, facilities for bicyclists and pedestrians will be incorporated into those projects. Furthermore, the City should place a high priority on implementing retrofit improvements to streets that have recently been improved and where the pavement condition is suitable for restriping, as needed.

As implementation of *Bike – Walk HP 2030,* the Department of Public Works in coordination with the Finance Department will develop a plan to bring all streets in the City, to the extent practicable, into conformity with the Complete Streets Policy within the 18 year timeframe of the Plan. This implementation schedule shall constitute a Complete Streets Master Plan, and should be developed, budgeted and implemented in the same manner as other infrastructure related Master Plans that have been developed by City Departments.

In the interim and at the outset of implementation of the Plan a number of demonstration projects have been identified that can illustrate the benefits of route improvements and will allow the City to begin to understand the dynamics of implementing on-street improvements and other bicycle accommodations. The streets suggested for the demonstration projects were chosen because they are located in a various neighborhoods throughout the City, are located on a range of street types and will incorporate a range of facility improvements. In this way, the City can evaluate the implementation issues and opportunities and the outcomes of a variety of projects at the outset of Plan implementation. These proposed demonstration projects are set forth in the following table.

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Demonstration Projects				
Location/Street Type	**Extents**	**Bicycle Facility Recommendation**	**Pedestrian Facility Recommendation**	**Estimated Cost (to be determined)**
St. Johns Avenue(collector)/Green Bay Trail (shared use path)	Improved routing from terminus at downtown Metra Station to Vine Ave at Highland Park High School	Shared lanes; sidepath or signed route	Possible expansion of sidewalk as a sidepath along west side of St. Johns from Central to Vine Avenue.	
Green Bay Road (arterial)	Lake Cook Road (s) to Central Avenue (n)	Bike lanes and shared lanes	Install missing segments	
Ridge Road/Richfield Road (collector)	Deerfield Road (s) to City Limits (n)	Shared lanes or signed route	Install missing segments (one side)	
Clavey Road/Blackstone/ Burton (collector)	Red Oak Lane (w) to Roger Williams (n)	Bike lanes, shared lanes and signed route	Install missing segments (one side); improve crosswalks at Fink Park	
Dean/Cedar/Linden (primary residential)	Roger Williams (s) to Maple Avenue	Shared lanes and signed routes		
Cavell Avenue (primary	Richfield (s) to	Shared lanes and		

residential)	Park Avenue West (n)	signed routes		
Walker Avenue (north side of street)/(collector)	St. Johns (w) to Oak Street (e)	Sidepath (Work in cooperation with IDOT to extend existing sidepath to connect to Open Lands Lakefront Trail.)		

Shared Use Paths

The projects identified in this section are long-term goals of *Bike – Walk HP 2030,* meaning that planning might begin in the near term but implementation is not likely to begin until four years after Plan adoption. To a greater or lesser extent, these projects involve multiple governmental jurisdictions and a few may involve private property owners. Furthermore, funding for the proposed improvements can only be partially supported by City of Highland Park revenues and will require financial participation of other units of government and securing grant funds from a range of sources. *Bike – Walk HP 2030* recommends that the Departments of Community Development and Public Works prioritize the projects, develop an action plan for implementation of the highest priority ones and report to the City Council within the short-term time horizon of 0 – 2 years of Plan adoption. Project cost estimates will be determined on a case-by-case basis.

Bike – Walk HP 2030

Location	Project Description	Destination Accessed or Connected	Jurisdictional & Other Issues
Skokie River Woods/Highland Park Recreation Center Trail (part of Skokie River greenway)	Shared use path between Half Day Road and Park Avenue West	Highland Park Recreation Center, Public Services Building, Commercial District at Park Avenue West and Route 41	Park District of Highland Park
Taylor Avenue/Park Avenue West Trail (part of Skokie River greenway)	Route from Park Avenue West to Taylor Avenue and then on-street connection to Central Avenue. Bridge over Skokie River may be required depending upon specific trail routing	Highland Park Public Services Center, Highland Park Recreation Center & Country Club, Commercial District at Park Avenue West and Route 41	Coordination with Illinois Department of Transportation, Army Corps of Engineers and private property owners of Staples shopping center
Hidden Creek Aqua Park to Fink Park Trail (part of Skokie River greenway)	Route from the Hidden Creek Aqua Park along western edge of Sunset Valley Golf Course and Bob O'Link Country Club to Edgewood Avenue right of way and Fink Park	Hidden Creek Aqua Park and Fink Park	Park District of Highland Park and private property owners
Northshore Sanitary	Route from Clavey Road	Botanic Gardens	Coordinate with NSSD

Location	Project Description	Destination Accessed or Connected	Jurisdictional & Other Issues
District Trail (part of Skokie River greenway)	to Lake-Cook Road (adjacent to NSSD facility)		
Beech Street	Build shared path to lakefront	Connecting Sheridan Road to Millard Park and Ravine Drive	Park District of Highland Park

Sidewalks

Bike – Walk HP 2030 recommends that where a demonstrated need for a sidewalk is evidenced, that demonstrated need should take precedence over the aesthetic impact of the sidewalk construction. Nevertheless, careful planning and input from with impacted residents should be a primary goal when implementing a sidewalk project.

Sidewalk improvements should be implemented in conjunction with roadway repair projects, and as with on-street bicycle improvements, the construction of sidewalks should likewise be incorporated into adjacent roadway projects; this policy is what a Complete Streets Policy asks of right of way design. The estimated cost to develop new five-foot-wide sidewalk is $35 per lineal foot. The highest priority for sidewalk projects shall be to provide continuous sidewalks along arterial streets and at least one continuous sidewalk on collector and primary local streets. Furthermore, priority sidewalk projects shall be those not yet implemented as recommended in the current Greenways Plan and ones that fill a small gap of missing sidewalk or facilitate access to a school, park, commercial area or transit facility.

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Location/Street Classification	Project Description	Roadway Type	Destinations
Green Bay Road	Complete missing sidewalk segments on west side of street south of Edgewood Road	Arterial	Edgewood School, Ravinia Business District and Metra station
Sheridan Road (coordination with IDOT required)	Complete sidewalks on one side to fill in gaps, especially in Rosewood Beach area	Arterial	Rosewood beach, Ravinia School, business district and Metra station
Park Avenue West	Complete sidewalk on south side from Ridge Road to Spruce Avenue	Arterial	Highmoor Park, Route 41/Park Avenue West commercial area
IL Route 22 (coordination with IDOT required)	Complete missing segments to connect north side pedestrian path to Route 41	Arterial	Skokie Valley Trail, Route 22/Route 41 commercial area
Ridge Road	Complete sidewalks as follows: (1) Berkeley Road to Garland Avenue (east side, (2) Ridgelee to Lake Cook Road (west side), (3)	Collector	Various including Heller Nature Center, schools at south end and West Ridge Center and Park

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Location/Street Classification	Project Description	Roadway Type	Destinations
	Route 22 to Park Avenue West (west side), (4) Route 22 to City limits (west side)		
Clavey Road	Complete sidewalk on north side from Barberry Road to railroad tracks	Collector	Skokie Valley Trail, Skokie Valley Road commercial area, Fink Park, Ravinia Metra station
Lake Cook Road (coordination with Cook County Highway Department required)	Build sidewalk on north side from Ridge Road to City limits		Botanic Garden, Skokie Valley Road commercial area
Greenwood Avenue (or Warbler Lane), Brook Road, Western Avenue from North Avenue to Old Elm Road	Build sidewalk connecting neighborhood to south to Old Elm Road	Secondary Local	Fort Sheridan Metra Station, Fort Sheridan and McClory Trail
Krenn Avenue from Hyacinth to Old Elm Road	Build sidewalk on east side of Krenn Avenue	Secondary Local	Met5ra Station, Western Avenue commercial area, McClory Trail
Cloverdale Avenue	Complete sidewalk from Cloverdale Park to	Primary Local	Cloverdale Park

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Location/Street Classification	Project Description	Roadway Type	Destinations
	Berkeley Road		
Arbor Avenue	Complete sidewalk on east side from Midland to Berkeley Road (access to Sherwood Park)	Secondary Local	Sherwood Park
Crofton Avenue	Build sidewalk on east side from Bob O'Link Road to Saxony Road	Secondary Local	Edgewood and Lincoln Schools

Intersections, Crosswalks, Pedestrian Bridges

The selection of appropriate pedestrian crossing implementation measures shall be incorporated into the engineering analysis of future projects. In addition, as a long-term goal, facilitating bicycle and pedestrian access across Route 41 in a second location in Highland Park should be planned for, and funding should be sought when opportunities arise.

Location(s)	Project Description	Destinations Accessed or Connected	
Pedestrian Bridge @ Old Deerfield Road & Old Skokie Road	Restripe crosswalks and improve surface and signage leading to and from Skokie Valley Trail and bike lanes; ADA ramp compliance	Aqua Park, Downtown Highland Park, Skokie Valley Bike Trail, Jewel Shopping Center	
Elm Place and First Street	Examine signage and street markings		
Park Avenue West at Highland Park Recreation Center	Improve pedestrian crossing to the Recreation Center from sidewalk on south side of Park Avenue West.	Commercial area, Highland Park Recreation Center	

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Location(s)	Project Description	Destinations Accessed or Connected	
Half Day Road and IL Route 41	Work with IDOT to improve safety of the pedestrian crosswalk	Skokie Valley Trail, Heller Nature Center, Public Services Building, Cuniff Park	
Roger Williams Avenue and Sheridan Road	Improve crosswalk across Sheridan Road	Ravinia Business District and Rosewood Park and Beach	
Crosswalks adjacent to parks and schools	On-going maintenance and restriping as needed	City-wide	
Park Avenue Bridge at IL Route 41	Grade separated bicycle and pedestrian crossing	Highland Park Recreation Center, Wolters Field, various shopping centers	

XI. Key Elements of Plan Implementation

The most important recommendations relative to implementation of *Bike -Walk HP 2030* will be a commitment of staff time and local funding over the timeframe of the project. The 18 year span of this Plan and the guidance provided by the Complete Street Policy will allow for, and can result in, incremental improvements that, when completed will result in functional and safe bicycling and pedestrian systems in Highland Park.

Development of Complete Streets Master Plan

Following adoption of the Complete Streets Policy and *Bike-Walk HP 2030*, the City's Departments of Public Works and Community Development should complete a Bicycle Level of Service analysis of City streets and an inventory and assessment of sidewalk, crosswalk and intersection conditions and needed improvements. This information would become the basis for the previously cited Complete Streets Master Plan. The proposed Master Plan would then be used for budgeting capital improvements for the bicycle and pedestrian projects identified in this Plan and other improvements that are recognized during the timeframe of Plan Implementation. In addition, by approving this Plan and establishing a plan for implementation, the City's ability to secure funding from outside sources, including state and federal grants, is advantaged, because the City will have a grant-ready list of improvement projects.

Designate a Complete Streets Staff Coordinator and Oversight Committee

A City staff person should be designated as the Complete Streets Coordinator. This staff member would participate in plan and project reviews to assure compliance with the Complete Streets Policy and Plan recommendations. The Coordinator will also be the City's staff interface with other governmental entities with regard to non-motorized transportation improvements in Highland Park. The selected staff person should be

provided with, and trained to utilize the most current technical information related to bicycle and pedestrian facility improvements.

Furthermore, it is recommended that the City Council establish a subcommittee of the Transportation Commission to monitor and provide input related to Policy and Plan implementation. The subcommittee should also include non-voting staff members from the Departments of Community Development, Public Works and Police that can advise and respond to Committee members input.

Balancing Retrofit, Small Scale and New Projects

Bike-Walk HP 2030 contains recommendations for a variety of improvements that have a broad range of potential funding implications for the City of Highland Park. Establishing new facilities such as a shared use path or buffered bicycle lane can be a major capital project with a multi-year timeframes. Installing a signed bike route or restriping crosswalks for pedestrians and bicyclist are lower cost improvements. The Complete Streets Policy incorporates the notion that bicycle and pedestrian improvements are incorporated into larger projects on a regular basis, thus the cost of these improvements are absorbed and become a much smaller component of the overall project cost. Nevertheless, the City should balance larger projects with smaller retrofit ones in order to make "spot" improvements that can benefit and improve the entire system.

Pursue "Bicycle Friendly Community" Status

By pursing implementation of the Complete Streets Policy and the recommendations in this Plan, the City of Highland Park should be well-positioned to achieve recognition as a Bicycle Friendly Community from the

League of American Bicyclists. The program has a range of recognition levels from Honorable Mention to Platinum, and achieving recognition would put Highland Park in a select group of Illinois communities that have already been recognized.

Appendix

Funding Sources

Summary of Major Funding Sources
The League of Illinois Bicyclists provides up-to-date information on available funding for bicycle and pedestrian projects. Information is available at the following web site:
http://www.bikelib.org/bikeplanning/bikeway-funding-tips/.

The primary sources of funding for bicycle and pedestrian projects include the following:

Illinois Transportation Enhancements Program (ITEP)
- Federal source with 80% federal/state, 20% local cost shares.
- Administered by IDOT.
- Very high demand to supply ratio (averaging 8:1).
- Emphasis on transportation potential and inclusion in a larger, officially-adopted plan.
- Federal engineering standards required to be met.
- Program typically geared to large projects ($400,000 and up)
- Federal requirements can be burdensome

Illinois State Bike Grant Program
- Only off-road trails and bikeways are eligible.
- 50% local cost match required.
- Administered by the Illinois Department of Natural Resources (March 1 deadline).

Recreational Trails Program
- Administered by IDNR and IDOT (March 1 deadline).
- 50% of program funding is dedicated for non-motorized, off-road trails.
- $200,000 limit (except for land acquisition projects) w/20% local cost match required.
- Trails serving other user groups (equestrian, hiking, cross-country ski, snowmobile) get priority.

Illinois Safe Routes to School program
- Federal source paid entirely (100%) by federal/state, with no local cost share.
- Administered by IDOT.
- 70-90% for infrastructure projects within 2 miles of schools serving any K-8 grades (application maximum of $250K for up to 3 projects).
- 10-30% for education and encouragement programs for the same grades (application maximum of $100K for up to 3 projects).
- Non-infrastructure grants are much less competitive.
- Preparation of IDOT's on-line "School Travel Plan" is a prerequisite for applications.

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League of American Bicyclists Bicycle Friendly Community Certification Program

What Are the 5 Es?

Bicycle Friendly Community Applicant's are judged in five categories often referred to as the "Five Es". These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive superior awards.

ENGINEERING

Communities are asked about what is on the ground; what has been built to promote cycling in the community. For example, questions in this category inquire about the existence and content of a bicycle master plan, the accommodation of cyclists on public roads, and the existence of both well-designed bike lanes and multi-use paths in the community. Reviewers also look at the availability of secure bike parking and the condition and connectivity of both the off-road and on-road network.

EDUCATION

The questions in this category are designed to determine the amount of education there is available for both cyclists and motorists. Education includes teaching cyclists of all ages how to ride safely in any area for multi-use paths to congested city streets as well as teaching motorists how to share the road safely with cyclists. Some things that reviewers look at are the availability of cycling education for adults and children, the number of League Cycling Instructors in the community, and other ways that safety information is distributed to both

cyclists and motorists in the community including bike maps, tip sheets, and as a part of driver's education manuals and courses.

ENCOURAGEMENT

This category concentrates on how the community promotes and encourages bicycling. This can be done through Bike Month and Bike to Work Week events as well as producing community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program. In addition, some questions focus on other things that have been built to promote cycling or a cycling culture such as off-road facilities, BMX parks, velodromes, and the existence of both road and mountain bicycling clubs.

ENFORCEMENT

The enforcement category contains questions that measure the connections between the cycling and law enforcement communities. Questions address whether or not the law enforcement community has a liaison with the cycling community, if there are bicycle divisions of the law enforcement or public safety communities, if the community uses targeted enforcement to encourage cyclists and motorists to share the road safely, and the existence of bicycling related laws such as those requiring helmet or the use of sidepaths.

EVALUATION & PLANNING

Here the community is judged on the systems that they have in place to evaluate current programs and plan for the future. Questions are focused on measuring the amount of cycling taking place in the community, the crash and fatality rates, and ways that the community works to improve these numbers. Communities are asked about whether or not they have a bike plan, how much of it has been implemented and what the next steps for improvement are.

Bicycle and Pedestrian Organizations Websites

- Active Transportation Alliance: www.activetrans.org
- Pedestrian and Bicycle Information Center: www.pedbikeinfo.org
- Association of Pedestrian and Bicycle Professionals: www.apbp.org
- League of Illinois Bicyclists: www.bikelib.org
- League of American Bicyclists: www.bikeleague.org
- National Complete Streets Coalition: www.completestreets.org

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Previous City Plans and Policies

A Bikeway System for Highland Park Illinois (1975)

Prepared for the City by planning consultant Anglos Demetriou, this report provided a comprehensive overview of bicycle system requirements, design considerations and bikeway placement criteria. In addition, the report provided an extensive Bikeway Development Schedule making recommendations for the type of improvements needed (trail, lane, shared roadway or sidewalk route) for many streets in Highland Park

Greenways Plan (1995, 2003 and 2007)

The Greenways Plan, an element of the City of Highland Park Master Plan, was developed by the "Greenways Committee" which was made up of 13 residents who provided a balanced view of the need for various types of greenways that included bicyclists, walkers, runners, and in-line skaters. This Committee met in 1994 and 1995 to create the Greenways Plan. The Committee was assisted by staff from both the City and Park District of Highland Park. The activities, comments, complaints and desires of nearly 1,100 families were gathered through a survey published in the Highlander in 1993. This survey found that most of the respondents walk, jog, skate, and ride bicycles primarily for recreation, but some also do it for transportations to school, work and shopping. The Greenways Plan was developed to improve connecting open spaces, neighborhoods and business areas with trails, sidewalks, and bicycle routes. These facilities will make it easier to walk or ride around town and offer safe and scenic places for recreation close to home. The Plan was developed because many Highland Parkers said they wanted new places to walk, run, skate, and bike and also to protect the community's natural environment and character. This Plan was responsive to those desires by proposing greenways that offer both transportation and recreational benefits while respecting and enhancing the environment. A number of the recommendations of the Greenways Plan have been implemented (see attached map and table)

<u>Sustainable Community Strategic Plan</u> (2010)

The Sustainable Community Strategic Plan, approved by Highland Park in 2010, establishes broad objectives to guide community-wide sustainability initiatives to 2030. Thye 10 goal areas identified include community engagement, governance, green economy energy and built environment, mobility, materials, water, ecosystems, culture and legacy. For the purposes of this Non-Motorized Transportation Plan, the most pertinent goals area is mobility.

Specifically, the Mobility goal from the Plan (attached) state the following:

Satisfy the community's mobility needs with an efficient, safwe and accessible intermodal transportation system that relies heavily on public transit, biking, pedestrian traffic, car sharing, and clean fuels.

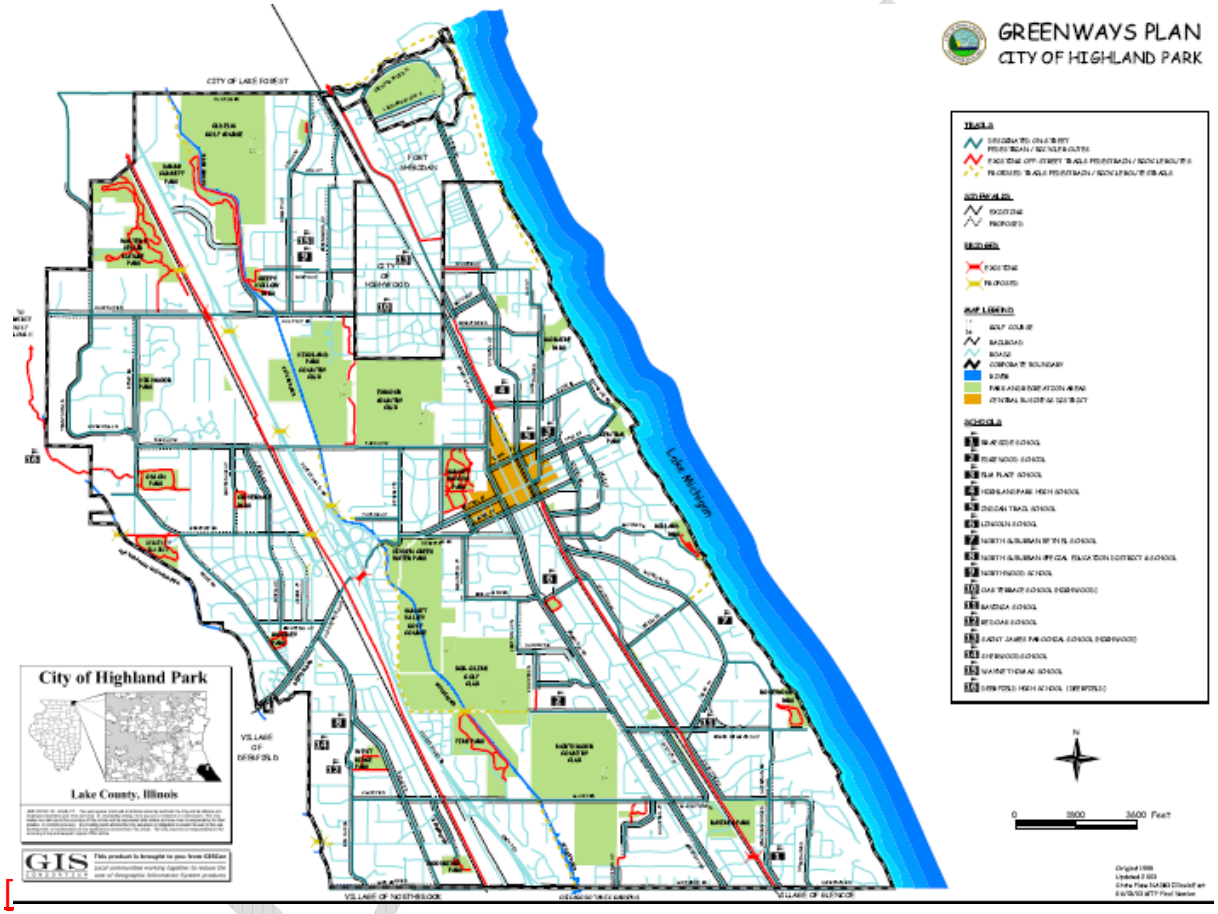
The Plan provides for the following specific objectives some of which are addressed by *Bike-Walk HP 2030*

- Complete Streets: Engage the public and the Active Transportation Alliance to develop a Community Plan to promote a safe, low-emission intermodal transportation system by 2011
- Survey: Circulate a survey to Hospital and Park District employees to identify options for reducing fuel use among Highland Park's two largest employers
- Car sharing: Introduce car sharing at every train station and in every business district by 2015
- Parking: Increased bike parking and introduce designated plug-in and solar charging stations
- Neighborhoods: Use retail mix, zoning and parking requirements to decrease vehicle miles traveled.

- Decrease vehicle miles traveled per household to 50% below 2008 levels (19,500 miles) by 2030

- Decrease emissions per vehicle mile travelled per household to 50% below 2010 levels by 2030

Bike – Walk HP 2030



Bike – Walk HP 2030

PRIORITIES OF PROPOSED GREENWAYS IMPROVEMENTS

The following projects will be constructed by other agencies or developers so there is little or no cost to the City.

= Priority has been completed **= Partially completed**

Items in red text have not been initiated.

	Route or Street	Proposed Improvements	Notes
1	Ft. Sheridan/Walker Ave.	Needs more detailed study but developer should provide access to and along lakefront and Green Bay Trail	Planned for construction by Open Lands - completion in 2011
2	Green Bay Trail from Elm Pl. to Bloom St.	Build 1300' trail and bridge over Vine Ave. from Elm Pl. to existing path	Partially completed, segment from Vine to Bloom not planned or constructed
3	Painters Lake trail	Build trail by September, 1996; encourage connecting trails through	

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		Deerfield High School to Prairie Wolf Slough	
4	Skokie Valley Trail south of Park Ave. West	Build missing 400’ segment of trail; encourage extension into Northbrook and access to Lake-Cook Rd.	
5	Skokie Valley Trail north of Park Ave. West	Lake County will build trail with bridge over Route 22 & access to Route 22 by 1998	
6	Skokie Valley Road from Clavey Rd. to Lake Cook	Developer will build 1100’ sidewalk on east side at Crossroads Shopping Center; provide pedestrian crossing buttons at traffic signals	
7	Lake Cook Road (County Line Road) east of US 41	Support Cook County Forest Preserve District plan to build trail from Botanic Garden to Green Bay Trail through Turnbull Woods Forest Preserver	Project funded and planned for 2030 construction season

= Priority has been completed **= Partially completed**

Items in red text have not been initiated.

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<u>SHORT-TERM PRIORITES</u>: The following routes and improvements are recommended to be built before 2000.

= Priority has been completed **= Partially completed**

Items in red text have not been initiated.

	Route or Street	Proposed Improvements	Notes
8	Green Bay Trail from Laurel Ave. to Lake Cook Road	Improve maintenance; widen trail to 10'; provide access through Ravinia Festival to Blackstone; improve visibility through parking lots; avoid encroaching gardens and fences; remove overhanging tree branches	
9	Sheridan Road from St. Johns Ave. to Lake Cook	Build 4900' sidewalks on one side to fill in gaps along Sheridan Rd., especially near Rosewood Park	Not Done
10	Berkeley Prairie path west of Ridge Rd. to North Ave. in Deerfield	Build 1600' trail through Berkeley Prairie and new bridge over Middlefork River	Partially completed – trail built, but bridge not built
11	HPCC trail from Park Ave. West to Half Day Rd.	Build 2800' path from Park Ave. West to Half Day Rd.	

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12	Berkeley Road from C&NWRR to Ridge Rd.	Build 2050' sidewalk on north side from Sherwood to Ridge; build 100' or tunnel at C&NWRR to connect to Skokie Valley Trail	Berkeley Rd. sidewalk constructed, tunnel not constructed
13	Green Bay Road from Laurel Ave. to Lake Cook Rd.	Build sidewalks on both sides to fill in gaps; (2900' on east side and 3900' on west side)	Partially completed – gaps remain on west side of Green bay Rd.
14	Ridge Road from Park Ave. West to Berkeley Road	Build 3050' sidewalk on east from Park Ave. West to Berkeley Rd. using $20,000 in escrow from developers	

= Priority has been completed **= Partially completed**

Items in red text have not been initiated.

Bike – Walk HP 2030

MID-TERM PRIORITES: The following routes and improvements are recommended to be built before 2005.

	Route or Street	Proposed Improvements	Notes
15	Route 22 west of US 41	Build 3100' sidewalk on both sides to fill in gaps; encourage IDOT to extend sidewalks to Route 43	Partially completed
16	NSSD site/Skokie River trail from Clavey rd. to Lake Cook Rd.	Build 2600'-2800' path along Skokie River from Clavey to Lake Cook through NSSD site	Not Done
17	Taylor Avenue/Skokie River Trail to Park Ave. West	Build 900' path from Taylor and bridge over Skokie River to connect to Byerly's path	Not Done
18	Trail Way & Centennial Parkway north of Half Day	Build path along Skokie River through Sleepy Hollow Park and Centennial Park; build 2000' path to Old Elm Rd. using undeveloped right-of-way	Partially completed – path through parks built but not trail extension to Old Elm Road
19	Beech Street from Sheridan Rd. to Lakefront	Build 1400' path to Lakefront connecting to Ravine Dr. and Millard Park	Not done.
20	Park Ave. West from	Provided pedestrian crosswalk at HPCC;	

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	Green Bay Rd. to US 41	provide pedestrian crossing signal at Byerly's/K-Mart drive	
21	Ridge Road from Richfield Rd. to Deerfield Rd.	Build 1600' sidewalk on east from Richfield to Deerfield	
22	Ridge Road from Old Deerfield Rd. to Lake Cook	Build 1300' sidewalk on west side from Ridgelee to Lake Cook Road	Not done.
23	Clavey Road west of US 41 to Red Oak Ln.	Build 650' sidewalk on north side from Barberry Rd. to pedestrian signal at Skokie Valley rd; add crossing gates at C&NWRR. **Complete from railroad tracks to Skokie Valley Road. Crossing gates are present.**	Partially complete.
24	Old Deerfield Road from Deerfield Rd. to C&NWRR	Build 400' sidewalk from Toys-R-Us and improve crossing at C&NWRR to connect to Skokie Valley Trail & existing bridge over US 41	
25	Hastings Ave. from Marion Ave. to Stonegate Dr.	Build 350' sidewalk to fill in gap on Hastings near Stonegate	Not done.

= Priority has been completed **= Partially completed**

Items in red text have not been initiated.

Bike – Walk HP 2030

LONG-TERM PRIORITES: The following routes and improvements are recommended to be built before 2010.

= Priority has been completed **= Partially completed**

Items in red text have not been initiated.

	Route or Street	Proposed Improvements	Notes
26	Clavey Road from Green Bay Rd. to US 41	Provide pedestrian crossing at Fink Park.	Signs present, striping worn.
27	Old Elm Rd. east of US 41	Build 4800' trail along Old Elm between Centennial Park trail and Green Bay Trail	Not Done
28	Red Oak Park on Old Briar Rd.	Build 400' path through park & bridge over Middlefork to park in Deerfield	Not Done
29	Old Mill Road west of US 41	Build 250' trail & 100' tunnel under C&NWRR to Skokie Valley Trail; allow bikes through Heller Center	Not Done
30	Connection between Route 22, Heller Nature Center & Skokie Valley Trail	Build path & repair tunnel from Heller below C&NWRR to Skokie Valley Trail; allow bikes through Heller Nature Center	Partially complete.- Heller and Rte. 22 connected, but no

Bike – Walk HP 2030

			connection to Skokie Valley Trail
31	Greenwood Ave./Brook Rd./Western Ave. from Half Day Rd. to Old Elm Rd.	Provide access at barrier at North Ave.; build 4800' sidewalk along Greenwood, Brook & Western from North to Old Elm. **Path present, but not paved.**	
32	Lake Cook Road west of US 41	Build 2500' sidewalk on north side from Ridge Rd. to city limits; add pedestrian signals at Ridge and Red Oak; extend Skokie Valley Trail to Northbrook.	Partially complete some of sidewalk built – traffic/ped lights not in HP jurisdiction
33	Ridge Road from Berkeley Rd. to Richfield Rd.	Build 1700' sidewalk on east from Berkeley to Garland	Not done.
34	Barberry Road from Clavey Rd. to Woodridge Park	Build 800' path through park to sidewalk from Lake Cook Rd.; build 450' sidewalk on east side of Barberry.	Sidewalk is complete, dirt path installed in park to south end

Bike – Walk HP 2030

			of park. But not to Lake Cook Road
35	Deerfield Road from US 41 west to Deerfield	Build 1200’ sidewalk on north side from Richfield to Ridge; build 200’ sidewalk on east side from Richfield to the Toys-R-Us Center	
36	Crofton Avenue North from Bob-O-Link Rd. to Saxony Rd.	Build 1300’ sidewalk on east side of street	Not done.
37	Ridge Road south of Route 22 to Park Ave. West	Build 1300’ sidewalk on west from Route 22 south to existing sidewalk	Not done.
38	Ridge Road north of Route 22	Build 1300’ sidewalk on west side; provide pedestrian crosswalk at Heller Center.	Not done.
39	Cavell Ave. from Mooney Park to Park Ave. West	Build 1200’ of sidewalk on east side	Not done.
40	Arbor Avenue from Berkeley Rd. to Midland Rd.	Build 900’ sidewalk on east side from Berkeley Rd. to Sherwood Park	Not done.
41	Cloverdale Avenue from Park Ave. West to Berkeley Rd.	Build 750’ sidewalk on east side from park to Berkeley	Not done.
42	Garrity Square	Build 400’ trail to provide secondary access through Mooney Park, investigate	Not done.

Bike – Walk HP 2030

		access through cemetery or funeral home property	
43	Summit Ave./Krenn Ave. from Half Day Rd. to Old Elm Rd.	Build 600' sidewalk on east side of Krenn from Hyacinth to Old Elm	Not done.
44	Chaucer Lane from Saxony Dr. to Edgewood Rd.	Build 500' sidewalk or path from Chaucer Lane to Edgewood Road	Not done.

Due to the nature and cost of these high priority improvements, they have been grouped apart from the remaining recommendations.

= Priority has been completed **= Partially completed**

Items in red text have not been initiated.

45	Park Avenue West from Ridge Rd. to US 41	Build sidewalks to close gaps on both sides; Short-term: adjust pedestrian signal timing; Long-term: build bike/pedestrian bridge over US 41	Partially completed – sidewalks being installed, ped controlled light installed,

Bike – Walk HP 2030

			bridge no longer contemplated
46	Half Day road east of US 41	Build bide/ped bridge over US 41 near Route 22; provide ped. crossing signal at Summit Ave.	Not completed and no longer contemplated
47	Skokie River Trail from Clavey Rd. to Central Ave.	Acquire access & build path in phases through Fink Park, Bob-O-Link Golf Club and Sunset Valley Golf Course	Not done

= Priority has been completed **= Partially completed**

Summary / Compiled Information

Re: Public comment for

Comp. Streets & Non-motorized Plan

COMMUNITY SURVEY

Non-Motorized Transportation

SurveyMonkey

1. What is your home Zip Code?

	Response Count
	497
answered question	**497**
skipped question	**21**

2. If you live in Highland Park, in what area do you live?

	Response Percent	Response Count
Northeast (North of Central Ave / Deerfield Rd and East of Route 41)	24.2%	120
Southeast (South of Central Ave / Deerfield Rd and East of Route 41)	**44.6%**	**221**
Northwest (North of Deerfield Rd and West of Route 41)	12.3%	61
Southwest (South of Deerfield Rd and West of Route 41)	8.9%	44
If not Highland Park, Which Community?	10.1%	50
answered question		**496**
skipped question		**22**

3. What is your work Zip Code?

	Response Count
	421
answered question	**421**
skipped question	**97**

4. How often do you walk for recreation, to perform errands, or to go to work?

	Response Percent	Response Count
Daily	**52.7%**	**267**
Weekly	30.6%	155
Monthly	7.5%	38
A Few Times a Year	7.3%	37
Never	2.0%	10
answered question		**507**
skipped question		**11**

5. What destinations would you like to walk to but cannot walk to now?

	Response Percent	Response Count
School	6.7%	29
Park	7.7%	33
Shopping	34.2%	147
Work	12.6%	54
Friends/Family	12.8%	55
None	**51.4%**	**221**
Other (please specify)		62
answered question		**430**
skipped question		**88**

6. What is the biggest barrier to you walking more frequently?

	Response Percent	Response Count
Personal Safety	5.2%	23
Health Reasons	2.9%	13
Don't Have Time	20.9%	93
Distance to Destinations	**28.7%**	**128**
Lack of Sidewalks	17.5%	78
Traffic Safety	16.4%	73
Not Preferred Mode of Transportation	8.5%	38
Other (please specify)		56
answered question		**446**
skipped question		**72**

7. Would improved and/or additional routes for walking in the City encourage you to walk more for recreation and/or other functions?

	Response Percent	Response Count
Very Much	**38.2%**	**187**
Some	29.7%	145
Neutral	10.4%	51
Not Much	12.7%	62
Not At All	9.0%	44
answered question		**489**
skipped question		**29**

8. How often do you ride a bike?

	Response Percent	Response Count
Daily	21.4%	107
Weekly	**34.1%**	**171**
Monthly	10.2%	51
A Few Times a Year	19.4%	97
Never	15.0%	75
	answered question	**501**
	skipped question	**17**

9. What destinations would you like to bike to but cannot bike to now?

	Response Percent	Response Count
School	6.7%	28
Park	10.8%	45
Shopping	35.1%	146
Work	21.6%	90
Friends/Family	14.2%	59
None	**45.2%**	**188**
	Other (please specify)	70
	answered question	**416**
	skipped question	**102**

10. What is the biggest barrier to you bicycling more frequently?

	Response Percent	Response Count
Personal Safety	9.1%	43
Health Reasons	2.8%	13
Street/Path Conditions	18.1%	85
Don't Have Time	9.6%	45
Distance to Destinations	3.2%	15
Lack of On-Street Facilities	8.3%	39
Lack of Off-Street Facilities	5.1%	24
Lack of Bike Parking	4.7%	22
Traffic Safety	**24.9%**	**117**
Not Preferred Mode of Transportation	14.3%	67
Other (please specify)		50
answered question		**470**
skipped question		**48**

11. Would improved and/or additional routes for bicycling in the City encourage you to bike more for recreation and/or other purposes?

	Response Percent	Response Count
Very Much	**55.9%**	**274**
Some	22.7%	111
Neutral	4.3%	21
Not Much	5.5%	27
Not At All	11.6%	57
	answered question	**490**
	skipped question	**28**

12. In the last year how many times have you walked or biked to work or to a Metra Station?

	Response Percent	Response Count
Never	**42.3%**	**208**
Up to 10 Times	37.0%	182
A Few Days per Week	10.2%	50
Most Days	10.6%	52
	answered question	**492**
	skipped question	**26**

13. Do you agree with the following statement? All local roads, to the greatest extent practicable, should be designed to provide safe access for biking and walking.

	Response Percent	Response Count
Strongly Agree	**69.2%**	**349**
Agree	19.4%	98
Neutral	5.0%	25
Disagree	4.2%	21
Strongly Disagree	2.2%	11
answered question		**504**
skipped question		**14**

14. What is your age?

	Response Percent	Response Count
18 and Under	1.6%	8
19-34	6.8%	34
35-54	**50.0%**	**250**
55-64	20.8%	104
65 +	20.8%	104
answered question		**500**
skipped question		**18**

15. Do you have children?

	Response Percent	Response Count
Yes	**76.9%**	**386**
No	23.1%	116
answered question		**502**
skipped question		**16**

16. Do you feel improvements to the walking/biking paths are needed for you to be more comfortable letting your children walk or bike around the community?

	Response Percent	Response Count
I am already comfortable	10.2%	36
Some improvements would help	**44.9%**	**158**
Many improvements are needed for me to be comfortable	37.2%	131
My children would not walk or bike any more than they do currently	7.7%	27
answered question		**352**
skipped question		**166**

17. How often do your children ride a bicycle?

	Response Percent	Response Count
Daily 	17.3%	58
Weekly 	**39.6%**	**133**
Monthly 	11.6%	39
A Few Times a Year 	20.2%	68
Never 	11.3%	38
	answered question	**336**
	skipped question	**182**

Community Survey – Typed Comments Summarized and Organized

- **Where Respondents Live**: 456 of the 516 (88%) respondents live in 60035 zip code.

- **Where Respondents Work:** 170 of the 439 (39%) respondents work in 60035 zip code.

- **Destinations that have Barriers to Walking**: Of the 66 typed responses to specific destinations that residents have trouble walking to the most frequent are: Rosewood Beach (11), Target/Jewel shopping center (5), and Across Rt. 41 (5).

- **Obstacles to Walking**: Of the 58 typed responses to specific pedestrian barriers the most frequent are: un-shoveled sidewalks (9) and the weather (10).

- **Destinations that have Barriers to Biking** Of the 74 typed responses to specific destinations that residents have trouble biking the most frequent are: Rosewood Beach (8), Central Business District (3), East-West access (9), Botanic Gardens (3), and Target/Jewel shopping center (3).

- **Obstacles to Biking:** Of the 52 typed responses to specific barriers for bicycling the most frequent are: crossing Rt. 41 (8), lack of Bike Parking (6), street conditions (4), and lack of on-street facilities (5).

Community Meetings

Input

- Info provided on pads
- Dot maps

STREEETS

- **Lake Cook Rd**:
  - travelling East to Botanic Gardens (2)

- **Old Deerfield Rd:**
  - travelling East to Ped Bridge, shrubs block driver's view
  - needs *Bike Lanes* west of Ped Bridge/Skokie Valley Trail
  - needs *Bike Lanes* West of Police Station (2)
  - better *Signage* for Ped Bridge (3)

- **Ridge Rd:**

- **East West Crossings**:
  - facilities needed at Half Day & Park Ave W

- **Park Ave W**:
  - between Rt 41 and Hospital
  - Need Sharrow or Bike Lane

- **Clavey Rd**:
  - need *Bike Lane* to Ravinia Fest
  - between Green Bay and Fink is in disrepair
  - *Ped access* to Target / Staples
  - needs *Bike Lanes* (3)
  - Too narrow / potholes

- **Laurel Ave**
  - need *Bike Lanes* from Library West to Sunset (2)

- **Michigan Ave**
  - need *Shared Lanes*

- Replace Drainage Grates
- Cracks in pavement throughout town
- Improve roads West to Des Plaines River Trail

SIDEWALKS

- **Green Bay Rd**
  - Curbcut / connection on south side at Bloom
  - Crosswalks on Green Bay across Bloom
  - Sidewalk is too narrow at Vine (signage blocking sidewalk)

- **Park Ave W**
  - Sidewalk on North side by Target
  - Need sidewalk on South side between Ridge / Holly Rd

- **Arbor Ave**
  - Need sidewalk south of Berkley
  - Classify as Primary Local (at least one sidewalk)

- **Central Ave**
  - Need raised crosswalk at Central / 2nd
  - Need raised crosswalk at Central / St Johns
  - Need raised crosswalk at Central / Green Bay

- **Lake Cook Rd**
  - Sidewalk needs repair on Lake Cook over Rt 41

- **Sheridan Rd**
  - Need sidewalk at Sheridan / Roger Williams (Rosewood Beach)
  - Extend Cary Ave to access Rosewood Beach
  - Sidewalks end abruptly at Sheridan / Oak
  - Need sidewalks north of Roger Williams

- **Clavey Rd**
  - Not bright enough
  - Sidewalks needed on both sides between Ridge / Skokie Path
  - Sidewalk East of Rt 41 is overgrown with bushes

- **Ridge Rd**
  - Need sidewalk from Clavey to Lake Cook Rd
  - Need sidewalk between Lake Cook Rd and Lawrence Ln
  - Need sidewalk between Garland and Berkeley

- Sidewalk on North side by Water Plant, not wide enough
- Keep sidewalks shoveled (2)
-

Feedback from Community Meetings: 06/25/11 & 06/29/11

INTERSECTIONS

- **Roger Williams / Sheridan**
  - needs *Sidewalks / Crosswalks*

- **Lake Cook rd / Rt 41**
  - needs *Crosswalks* and *Ped Signals*
  - modify signal timing – longer for Peds

- **Park Ave W / Rt 41**
  - Improvements needed (3)

- **Old Deerfield Rd / Rt 41**
  - Improvements needed by Ped Bridge

- **Central / Green Bay**
  - Improvements needed
  - dangerous

- **Central / Beverly**
  - Bikes can not activate signal

- **Clavey Rd**
  - Going into Fink Park ???

- **Central Ave**
  - Raised Crosswalks downtown
  - Enforcement of Stop Signs
  - Auto Walk Signs downtown
  - Second / central Dangerous

- **Half Day / Ridge**
  - Bike activated signal

- **Laurel / Second**
  - Drivers don't stop for Peds crossing Laurel

- Install Bike activated crossing signals
- Walk signal should be automatic

Feedback from Community Meetings: 06/25/11 & 06/29/11

TRAILS

- **Green Bay Trail**
  - North terminus by Waukegan Rd is poor
  - Clear path through downtown (2)
  - More signage on Northern end of trail (2) (by Highwood)
  - Have motorists yield to trail users at Lincoln / Green Bay Trail
  - Pave Green Bay Trail
  - Better signage by High School

- **Skokie Valley Trail**
  - Add bridge across Rt 41 from Skokie Valley Trail to Skokie Woods and Rec Center
  - Add path from Skokie Valley Trail to Ped Bridge parallel to Old Deerfield (2)
  - Clear trail in the winter
  - Add trash cans on trail
  - Raised Sidewalk at Skokie Valley Trail and Clavey
  - Clear brush from trail at Clavey – hard for motorists to see cyclists

- **Proposed Trail**
  - Trail from Clavey to Central through Fink Park
  - Add any East – West Trails!
  - Access to Lake / Beaches
  - Connection from Skokie Valley Trail to proposed Skokie River Trail
  - East – West connection to Downtown

- Keep Ravinia Underpass open all the time

Visit Stations @ Community Meetings

- **Sidewalks**: Identify Gaps, Conditions, High Priority Routes,
- **Streets**: Bike Lanes, Sharrows, Ideal Routes
- **Trails**: Needed Improvements, Proposed Trails
- **Intersections:** Stop Signs, Crosswalks, Pedestrian Signals
  - **Red Dot = #1 Priority**
  - **Blue Dot = #2 Priority**
  - **Yellow Dot = #3 Priority** Yellow Dot = 3rd priority
  - **Green Dot = #4 Priority**
- Write input at pad at stations

HIGHLAND PARK, ILLINOIS
STREET SYSTEM, 2011

Road Classification

- Arterial Road
- Collector Road
- Primary Local Road

Points of Interest

- Park
- School

Plan Goals

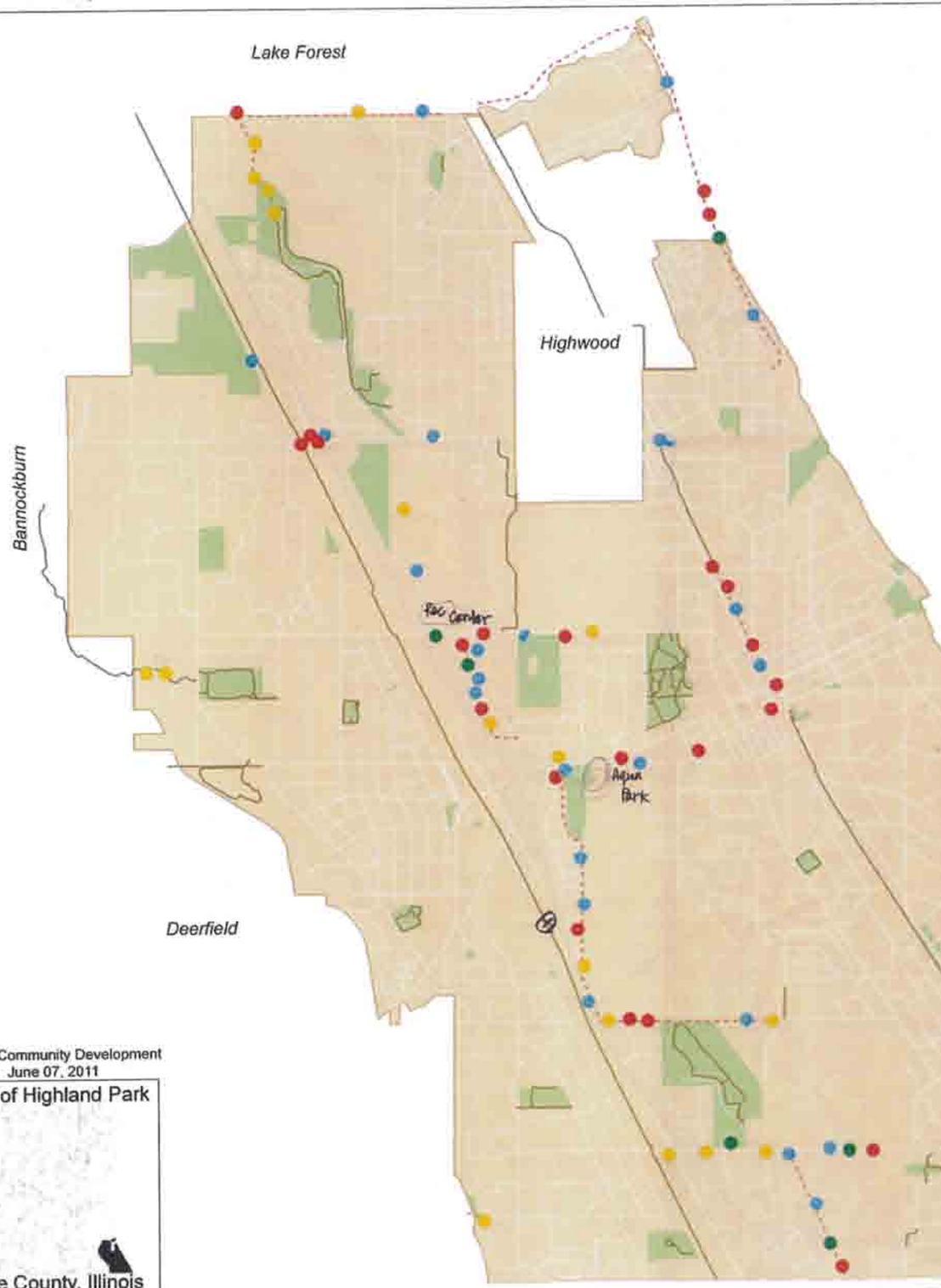
Arterial Roads = Dedicated Bike Lanes
Collector Roads = Dedicated and Shared Bike Lanes
Primary Local Roads = Shared Lanes and Signed Routes

Dept of Community Development
June 07, 2011

N
W E
S

Miles
0 0.5 1

HIGHLAND PARK, ILLINOIS
OFF-STREET TRAILS, 2011



Off-Street Trails

- Existing
- Proposed
- Park

Highland Park has 48 miles of existing off-street trails servicing bicyclists and pedestrians.

An additional 12 miles of trails has been proposed as part of the Greenways Plan.

Dept of Community Development
June 07, 2011

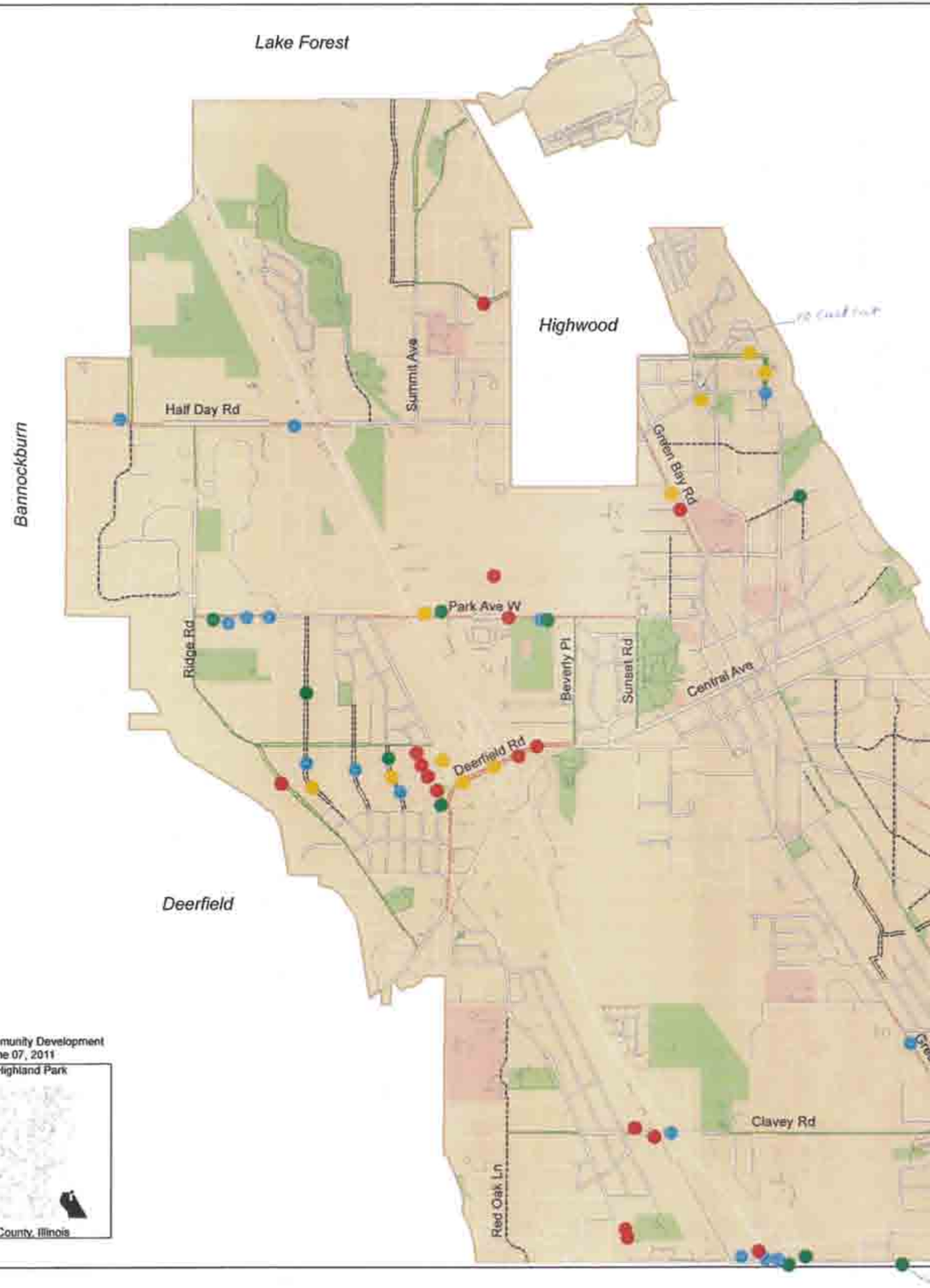
City of Highland Park

Lake County, Illinois

N
W E
S

Miles
0 0.5 1

HIGHLAND PARK, ILLINOIS
SIDEWALK SYSTEM, 2011



Missing Sidewalks

Road Classification	One Side	Both Sides
Arterial (Major)		
Collector (Secondary)		
Primary Local (Residential)		
Existing Sidewalk		

Map Elements

- Parks
- Schools

Miles
0 0.5 1

Dept of Community Development
June 07, 2011
City of Highland Park
Lake County, Illinois

City of Highland Park, Illinois
2009 Street Map

Intersections

Legend

Country · Church · Synagogue · Public Facilities and Offices · School · Public Safety Building · Recreational Facilities · Highwood Landmark · City Boundary · Railroad · Trail · Road or Railroad Bridge · Pedestrian Bridge or Tunnel · Water · Recreation and Parks · Private Street · **Public Street**

Public Facilities and Offices

1. The Art Center - 1957 Sheridan Rd
2. Braeside Train Station - 1058 Johns Ave
3. Chamber of Commerce - 568 Central Ave
4. City Dog and Auto Pound - 1180 Half Day Rd
5. City Hall - 1707 St Johns Ave
6. Community House - 1991 Sheridan Rd
7. Fort Sheridan Train Station - 661 Old Elm Rd
8. Highland Park Hospital - 777 Park Ave W
9. Highland Park Post Office - 833 Central Ave
10. Highland Park Public Library - 494 Laurel Ave
11. Highland Park (Central) Train Station - 1700 St Johns Ave
12. Highwood City Hall & Police Station - 17 Highwood Ave
13. Highwood Post Office - 130 Highwood Ave
14. Highwood Public Library - 102 Highwood Ave
15. Highwood Public Works - 529 Bank Ln
16. Highwood Train Station - 317 Green Bay Rd
17. Moraine Township Office - 777 Central Ave
18. North Shore Health Center - 1660 Green Bay Rd
19. North Shore Yacht Club - 10 Park Ave
20. Public Services Building - 1150 Half Day Rd
21. Ravinia Post Office - 582 Roger Williams Ave
22. Ravinia Train Station - 700 St Johns Ave
23. Senior Center - 54 Laurel Ave
24. Water Tower - 1814 Green Bay Rd
25. Youth Center - 1830 Green Bay Rd

Public Safety Buildings

- Firearms Training Center - 1190 Half Day Rd
- Fire Department Headquarters Station No. 33 - 1120 Central Ave
- Fire Department Training Facility - 1180 Half Day Rd
- Highwood Fire Station No. 37 - 428 Green Bay Rd
- North Fire Station No. 34 - 1100 Half Day Rd
- Police Headquarters - 1677 Old Deerfield Rd
- Port Clinton Police Substation - 601 Laurel Ave
- Ravinia Fire Station No. 32 - 692 Hutton Ave

Recreational Facilities

1. Centennial Ice Arena - 3140 Trail Way
2. Deer Creek Tennis Courts - 701 Deer Creek Pkwy
3. Heller Nature Center - 2023 Ridge Rd
4. Hidden Creek Aqua Park - 1220 Fredrickson Pl
5. Highland Park Country Club - 1201 Park Ave W
6. Highland Park Golf Learning Center - 2205 Skokie Valley Rd
7. Recreation Center of Highland Park - 1707 Park Ave W
8. River's Edge Adventure Golf - 2205 Skokie Valley Rd
9. West Ridge Center - 636 Ridge Rd

Schools

1. Braeside School - 150 Pierce Rd
2. Edgewood Middle School - 939 Edgewood Rd
3. Elm Place Middle School - 2031 Sheridan Rd
4. Highland Park High School - 433 Vine Ave
5. Indian Trail School - 2075 St Johns Ave
6. Immaculate Conception Parish School - 770 Deerfield Rd
7. Lincoln Elementary School - 711 Lincoln Ave W
8. North Shore Academy - 760 Red Oak Ln
9. North Shore School District 112 Administrating Building - 1936 Green Bay Rd
10. North Suburban Beth El Schools - 1175 Sheridan Rd
11. North Suburban Special Education District & School - 760 Red Oak Ln
12. Northwood Junior High School - 945 North Ave
13. Oak Terrace School - 240 Prairie Ave
14. Ravinia School - 765 Dean Ave
15. Red Oak School - 530 Red Oak Ln
16. Saint James Parochial School - 140 South Ave
17. Sherwood School - 1900 Stratford Rd
18. Township High School District 113 Administrative Office - 1040 Park Ave W
19. Wayne Thomas School - 2939 Summit Ave

Places of Worship

- Bethany Methodist and Evangelical United Brethren Church - 1696 McGovern St
- B'Nai Torah, Highland Park Reform Temple - 2789 Oak St
- Chinese Christian Union Church - 1500 Half Day Rd
- Congregational Sinai - 1301 Clavey Rd
- Evangelical Congregational Church - 1715 Green Bay Rd
- Highland Park Presbyterian Church - 330 Laurel Ave
- Immaculate Conception Roman Catholic Church - 770 Deerfield Rd
- Lakeside Congregation for Reformed Judaism - 1221 Lake Cook Rd
- North Suburban Lubavitch Chabad Synagogue - 974 Central Ave
- North Suburban Synagogue Beth El - 1175 Sheridan Rd
- Redeemer Lutheran Church - 1731 Deerfield Rd
- Saint James Roman Catholic Church - 134 North Ave
- Trinity Episcopal Church - 425 Laurel Ave

Cemeteries

1. Daggett Cemetery - 425 Lake Cook Rd
2. Moseley Cemetery - 1073 Ridge Rd
3. St. Mary's Cemetery - 1073 Ridge Rd

Feet
0 650 1,300 2,600

0 0.25 0.5 Miles

Lake Michigan

Lake Forest · Fort Sheridan · Highland · Deerfield · Braeside · Ravinia · Highwood · Glenview · Northbrook

City of Highland Park

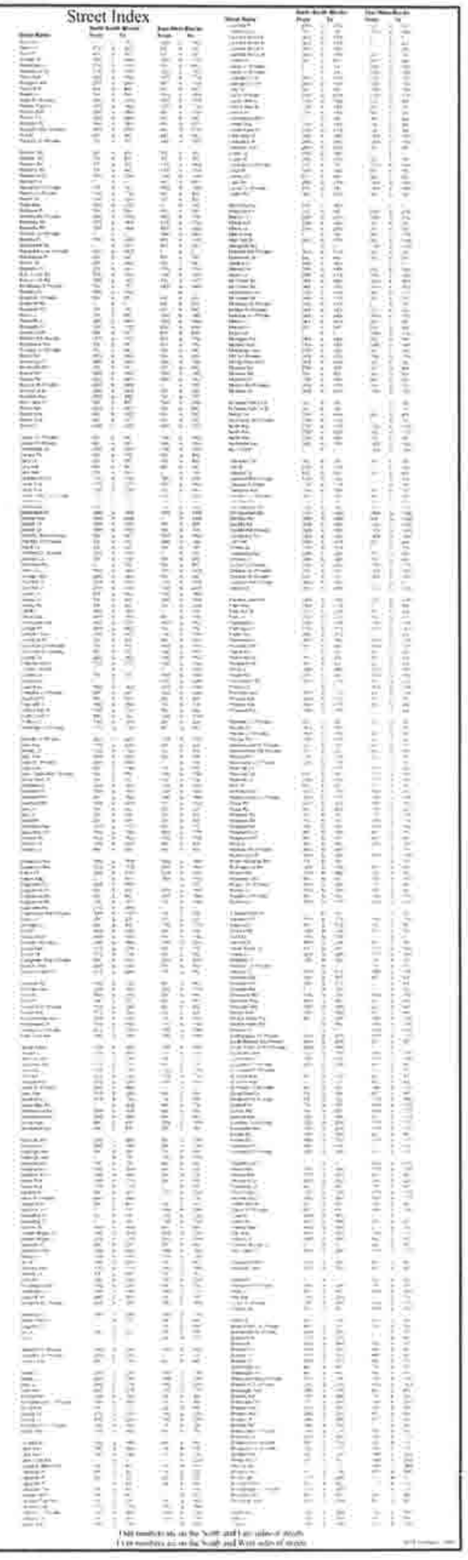
Lake County, Illinois

Visit the City of Highland Park Website at: www.cityhlpk.com
Interactive online map available by clicking on the Maps link on City Website

GIS consortium

Visit the GIS Consortium Website at: www.gisconsortium.com

Street Index



Odd numbers are on the North and East sides of streets
Even numbers are on the South and West sides of streets

Written input

- Emails to C. Smith
- Letters submitted


WAYS PLAN
F HIGHLAND PARK
Reid Reutell
847-926-9564
rreutell@yahoo.com
Under construction
LF Street
PEDESTRIAN ONLY
PEDESTRIAN/BICYCLE ROUTES
BICYCLE ROUTES
Forest Preserve of Lake County proposed
Shared trail along river at Border of HP & adjacent Community
CITY OF LAKE FOREST
FORT SHERIDAN
CITY OF HIGHWOOD
Lake Michigan
VILLAGE OF DEERFIELD
TION DISTRICT 5 SCHOOL
(HIGHWOOD)

Written input

- Emails to C. Smith
- Letters submitted

Smith, Lee

From: Peggy Laemle [[redacted]]

Sent: Thursday, June 30, 2011 11:26 AM

To: Pasquesi, Joe; Smith, Lee

Subject: Transportation Notes

Morning Lee and Joe,
Sorry I missed the meeting, but here is what I was going to write down as concerns/suggestions:

1- At downtown HP train station, there should be a way for cyclists to go straight from Laurel entrance to parking lot on St. Johns to Green Bay Trail entrance. If bike riders go according to traffic flow, they must, before entering trail, make a loop into the lot in order to get onto the trail entrance. I know this is minor, but perhaps there could be another way for bikes to access the trail so we cyclists stop going the wrong way into the last parking lots.

2- We need a LOT more bike racks everywhere downtown, even on Central, where biking is a no no and a hazard, as well as neighboring streets, so riders can safely park their bikes and walk around town.

3- There should be lots more seating areas in the downtown business district, and everywhere possible in HP. If there were spots to sit, more folks would walk around because they could rest occasionally.

4- For those riding the Skokie Valley Bike Trail between Clavey and the bike overpass entrance, there should be several benches along the way, regardless of who actually owns that stretch and despite the red winged blackbirds nesting in the area. Surely spots could be found where they do not normally nest. BTW, when one bikes on the Green Bay Trail from Lake Cook to Glencoe, there are several benches.

5- Wherever possible, trees and bushes should be trimmed by property owners so that cyclists as well as pedestrians have free passage. On Clavey Road going from Green Bay to Hwy 41, I ride on sidewalk because it is hazardous to ride on the road. Branches overhang the sidewalk periodically.

6 - I look forward to a time when I can get to the Trader Joe's shopping area on my bike without having to cross Lake Cook Road at Skokie Valley Road. Terrible terrible intersection.

7- I look forward to a time when I can go from Rosewood Beach, up the entrance road, and walk either north or south along Sheridan road on a SIDEWALK. There is also an area between Lake Cook and Roger Williams where there is no sidewalk.

Hope the meeting went well. Sorry I had to miss it.

Enjoy the Fourth!
Peggy

Smith, Lee

From: Bill Lipsman [[redacted]]
Sent: Tuesday, June 28, 2011 4:42 PM
To: Smith, Lee
Cc: Eve Tarm
Subject: Pedestrian and Bicycle Planning

Dear Mr. Smith:

I am unavailable to attend the community meetings, but wanted to share some thoughts. I often walk in HP and more often use one of the 3 bicycle paths - Greenbay Trail, Skokie Lagoons and powerline easement west of Skokie Highway.

In my mind, HP has adequate physical facilities for safe and enjoyable walking and bicycling. The problem is with the walkers and bikers not following safe practices. Many times walkers and runners are in the street when there is a sidewalk alongside the street. Similarly, bicyclists often do not observe traffic control signs and, on Saturday and Sunday mornings, we must suffer from the bicycle "packs" that spread out over an entire lane or even the entire street and then do not observe traffic control signs.

Rather than spending money in these tough times on new facilities, we should spend a little to repair damaged sidewalks. We should also consider banning bicycling on Sheridan Road and other arterial streets with heavier traffic, particularly when there are bicycle paths nearby. And our police should be directed to begin enforcing safe practices already covered by existing ordinances.

Thank you for considering my thoughts.

Sincerely,
Bill Lipsman

Overview: There are no bike-ways traveling east-west in Highland Park. We have reasonable north-south routes along Highway 41 and the Green Bay trail, but we have not linked them up to create a legitimate infrastructure. HP needs to create a pedestrian path system that is comfortable for regular folks, not just elite riders.

1. **Bike bridge intersection at Highway 41 and Old Deerfield Road.** This is a 5-way intersection (6-way if you include bridge traffic) that is not clearly marked. Cars are coming in and off the highway at this intersection. There are no crosswalks or signs to alert drivers of pedestrian traffic. Install crosswalk (zebra crossing), signage to alert drivers to be alert for pedestrian traffic, paint stop lines at all points in the intersection so that drivers have visual cues of where the intersection is. Ideally, create a bikeway from the bridge along Old Deerfield Road to Ridge Road.

2. **Intersection at Park Avenue and Highway 41.** Repaint crosswalk (zebra crossing), install a flashing warning light for pedestrians (a light that flashes at motorists when pedestrians activate the crosswalk button).

3. **Pedestrian access to the Highland Park Recreational Center on Park Avenue.** The only sidewalk west of the Rec Center is on the other side of the road (south side). Currently, there is no pedestrian way liking the Rec Center building to the road/sidewalk. Paint a crosswalk (zebra crossing) to create a safer option for pedestrians to access the park building. Put a sidewalk in so that pedestrians do not have to navigate the busy parking lot.

4. **Create an east-west pedestrian way.** Link the west side of town to the east side of town. Ideally, create a bike way in downtown HP.

Possible resources:
In Canada, there is a program called 8 to 80 that is trying to make bikeways safe for all levels of pedestrian traffic, not just elite riders. The concept is for people from age 8 to 80 could feel safe traveling on pedestrian ways. http://www.8-80cities.org/Mission.html

League of Illinois Bicyclists: http://www.bikelib.org/ Works with communities to increase bike safety and bike access to roadways.

People for Bikes: http://www.peopleforbikes.org/
a group dedicated to making a bike friendly future.

Rachel Kaiser
[redacted]

Smith, Lee

From: Betsy Brint [[redacted]]
Sent: Friday, June 24, 2011 12:18 PM
To: McCraren, Bob
Cc: Sally Higginson; Pasquesi, Joe; Smith, Lee
Subject: Re: Bike Racks Central Business District (CBD)

Dear Mr. McCraren,

My sister and I have made a thorough tour of the city, noting where bike racks exist, where they don't, and where more are needed.

In truth, we discovered more bike racks than we were aware existed. For example, the library has a bike rack tucked into the north-east side of the parking lot and one near the lower, rear entrance. Since most patrons simply park their bikes on Laurel, in front of the main entrance, we didn't realize racks were provided.

However, shortages in other areas still remain. Here is a list of locations we feel are particularly in need of extra bike parking:

- Central (east of tracks,south side) In front of Country Kitchen: Only one rack - and it is usually occupied.
Note- Last year the city actually removed one bike rack in front of Country Kitchen!
- Central (east of tracks,north side) between movie theater and Sheridan: No Racks.
- Sheridan between Central and Elm: No racks on either side. (bike store, coffee house, restaurant, retail)
- SW corner of Central and St. Johns: Poor placement of rack - should be on SE Corner
- St. Johns between Laurel and Central: There are no bike racks. (restaurant, day spa, offices, retail)
- St. Johns between Central and Park: There are no racks. (Chase Bank)
- First Street between Central and Elm Place: There are no racks. (Once Upon a Bagel)
- Renaissance Place - West Side: No racks were convenient. One hidden by Moose Lodge.
- Green Bay between Central and Laurel: No racks. (Medical offices, retail)

Note: wherever food or drinks are served, there is a shortage.

We realize the city does not have unlimited funds - but we are also aware of the city's efforts to make our town more bike friendly. We believe more bicycle parking will encourage shoppers to bike downtown thus reducing traffic, easing parking and being consistent with our commitment to becoming a greener town.

Thank you for looking into this for us.

Sincerely,

Betsy Brint and Sally Higginson
Highland Park Residents and Highland Park Business Owners who Bike to Work

Betsy Brint
[redacted]

From: Betsy Brint <[redacted]>
To: "McCraren, Bob" <[redacted]>
Cc: Sally Higginson <[redacted]>
Sent: Tue, June 14, 2011 4:45:28 PM
Subject: Re: Bike Racks Central Business District (CBD)

Dear Mr. McCraren,

Thank you so much for reaching out to me regarding the bike racks. My sister (Sally Higginson - copied on this email) and I have been talking about the need for more bike racks for a long, long time! We are thrilled to have an ear.

HP's downtown business district should have bike racks that accommodate more than two bikes at a time. Our number one priority is to get more racks in front of Country Kitchen because we both bike to work and our office is located right above the restaurant.

The CBD needs many more racks. Off the tops of our heads we came up with several locations - but we would like to take some time to ride around and prioritize where we feel there is the greatest need.

I will get back to you later this week with a list.

Thanks for asking!

Betsy

Betsy Brint
[redacted]

From: "McCraren, Bob" <[redacted]>
To: brintzoo@ameritech.net
Sent: Tue, June 14, 2011 9:43:50 AM
Subject: Bike Racks Central Business District (CBD)

Good Morning Ms. Brint

Joe Pasquesi has passed your request for additional bike racks in the CBD. The City does have a number for bike racks within the CBD, most of which are located within the CBD as part of Streetscape and are in areas that can support the bike rack and still leave sufficient room for pedestrian traffic with a five foot wide access area. Most new racks will be need to be purchased by the requester. With that said maybe you could provide me with a few location as to where you believe they are needed and I can help from there.

Robert McCraren
Superintendent of Facilities & Grounds
City of Highland Park
847-926-1139

Smith, Lee

From: Lisa Lucas [redacted]
Sent: Tuesday, June 21, 2011 4:32 PM
To: Smith, Lee
Subject: Input for Transportation Plan

Hello Lee-

I unfortunately cannot attend the upcoming meetings, but wanted to provide some constructive input (hopefully!) for you. I did take the survey but there was no space to write anything, just the multiple choice questions.

I grew up in Morton Grove and have also lived in the city and now Highland Park for over a year-and-a-half now. I have ridden all the bike trails and have tried to do as much as I can by bike and public transportation ever since I was a kid. I have also ridden both the Skokie Valley and Green Bay trails many times before moving here.

In order to make these trails more user friendly for residents and those passing through I suggest the following:

-Work with Glencoe and pave the Green Bay trail. I have commuted from my home in Braeside to work in Evanston using this route. I think more people would use it if it weren't muddy and full of ruts and puddles after it rains. This is also an excellent way locally for people to get from Braeside to downtown Highland Park and vice versa, it should be more user friendly for jogging/walking and biking. I believe it would also draw more people to ride their bikes to Ravinia; and, may even take some bike traffic off of St. John's and Sheridan (which I know would please many drivers in the area who don't ride).

-Work with Northbrook to provide a safe way to go from the North Branch Trail to the Skokie Valley trail. It appears the trail can be extended to Dundee Rd. Bike lanes can also be provided on Dundee and Skokie Valley Rd to increase awareness for drivers that bikes use those roads too.

-Bike lanes should be provided on the main roads including the following - (I realize not all these roads are wide enough but even a thick line painted and better pave jobs would help)

-Clavey for the entire length - very popular route to get to the Skokie Valley trail - I get to the trail this way from Green Bay and there are many divots and holes with asphalt just plopped in making it very bumpy; so, it makes cyclists swerve into the middle of the lane which can be dangerous

-Lake Cook between Skokie Valley Road and St Johns (or again work with Northbrook to go to Northbrook Ct, Waukegan, or further)

-St Johns for the entire length
-Green Bay Rd for the entire length
-Central/Deerfield Rd
-Park Ave West
-Rte 22 - would provide a safer way to get to Centennial Park by bike
-Roger Williams

Though I have done this myself and I know many cyclists utilize Sheridan, I don't believe certain areas should be ridden on (it can be scary) but bike lanes would be helpful there too. I would like to at least have a way to be able to safely bike and/or walk to Rosewood Beach with my 5 year-old.

-Make it safer to utilize the Skokie Valley trail for commuting or errands. Right now there are ways to exit the trail to go to Park Ave West and 22 etc, which is good, but those roads should be marked as well, and a safe way to cross Rte 41 provided. Perhaps overhead bridges. (I would be more than happy to put a trailer on my bike and make my Target run from Braeside up the Skokie Valley trail if Clavey and Park Ave West were more bike-friendly).

I also have a few suggestions for local public transportation:

-Provide local buses to supplement the regional routes to circle around from the train stations and shopping

areas ie north/south on Green Bay or east/west on Lake Cook, Deerfield/Central, Park Ave, 22 etc. For example, the east/west on Lake Cook could just go locally from Braeside station to Northbrook Court on to Deerbrook and the Lake Cook Metra station. Regional routes are not convenient for local trips or don't go the whole way down main roads through HP. The north/south on Green Bay could go into Highwood as well and reduce traffic in downtown HP. Niles currently has local circulator buses, perhaps they can provide some consultation on it.

-If regional bus routes must continue to be used, provide residents traveling within HP a discounted fare

-Provide discounted Metra fares for those just going between HP stops (perhaps include Highwood)

As for walking, I mentioned getting to Rosewood Beach. Lack of sidewalks on Sheridan is very dangerous. It would not ruin the scenery or landscape if sidewalks were installed. I often see people walking dogs or with their kids on areas of Sheridan with no sidewalks. Again, I also think paving the Green Bay trail would provide a safe scenic way to walk between areas of HP.

Thank you for taking the time to read this, I hope your group can put it to good use along with ideas from other residents. I would love to not use the car at all anymore, especially when I just need to do something within HP. I think these steps integrated into a good forward-thinking plan will make that closer to possible.

Sincerely-
Lisa A Lucas

Smith, Lee

From: Sophia Siskel [redacted]
Sent: Monday, June 20, 2011 2:42 PM
To: Smith, Lee
Cc: Rotering, Nancy; Ginny Hotaling; Elizabeth Dunn
Subject: Bicycle and Pedestrian Project

Dear Mr. Smith, Senior Planner, Highland Park,

I am a Highland Park resident and President and CEO of the Chicago Botanic Garden. I read with interest about your upcoming community meetings not eh subject of bicycle and pedestrian improvements in Highland Park. While I am unable to attend either meeting, I wanted to ensure that you were aware of the Chicago Botanic Garden's intent to create a bike and pedestrian path that links the Green Bay Trail to both the Chicago Botanic Garden and the Skokie Bike Trail. While these improvements are technically in Glencoe, they will affect the quality of pedestrian and bicycle life in Highland Park, and hopefully will increase the number of non-resident bikers to Highland Park who are traveling north up the Skokie Bike Trail (and want to stop in Highland Park for lunch, go to Ravinia, etc.). Should you ever be interested in hearing more about our plans, please do not hesitate to contact me.

Here is an "official" description of the project:

Phase 1—Multi-use Path Along Lake Cook Road

The first phase of the Woods project is a .83-mile pedestrian and bicycle path that will run parallel to Lake Cook Road from the Metra North Line tracks (Braeside station), along the perimeter of Turnbull Woods, across Green Bay Road, and through McDonald Woods, to the entrance of the Chicago Botanic Garden. A preliminary design for the path has been developed to include a variety of path materials that respond to the Woods' fragile ecosystem. Much of the 10'-wide, two-laned, center-striped path will be constructed of asphalt; the path will also include two elevated 14'-wide boardwalks over wetland areas, and a cut grade retaining wall in a particularly steep section.

The path will connect the heavily used 13-mile Forest Preserve District of Cook County North Branch Trail system that begins in Chicago and ends at the Garden's north entrance, with the Green Bay Trail, a popular 18-mile path running from southern Wilmette to Lake Bluff. The Green Bay Trail in turn connects with the Robert McClory Trail to Wisconsin. The new bike path will also connect with the region's public transportation system, serving and encouraging intermodal transport options, including the Metra North Line train and PACE bus routes.

The path's construction is a critical part of local, regional, and statewide plans to provide greater and safer access for bicyclists and pedestrians, while encouraging alternative "green" transportation. It is supported by citizens and leaders in immediate and surrounding communities, regional planning organizations including the Northwest Municipal Conference, cycling organizations, and state legislators.

Sincerely,

Sophia Siskel

President & CEO
Chicago Botanic Garden
1000 Lake Cook Road
Glencoe, IL 60022
[redacted]

Take a look at the Garden's 10-year strategic plan:

Smith, Lee

From: Greg Hahn [redacted]
Sent: Monday, June 20, 2011 2:03 PM
To: Smith, Lee
Subject: Non-Motorized Transportation Plan Input

Hello Lee,

My name is Greg Hahn. I have lived in HP most of my 48 years. I do not know if I will be able to attend the meetings coming up on June 25th and 29th re: non-motorized transportation plan. I have a couple observations/recommendations I would like to share.

1. I grew up in Highland Park, and have used the pedestrian overpass since my childhood. I have always just known it was there. Over the past few years, I have seen more and more people riding bikes and walking over Hwy 41 on Central/Deerfield Road. This is extremely dangerous for both the pedestrians and vehicle traffic. Has there ever been any thought to putting up signs at the intersection of Central/Deerfield and Beverly Road pointing out the direction to the pedestrian overpass, and/or stating that foot/bicycle traffic is prohibited from continuing west on Deerfield/Central? The same signs could be placed near Jewel for east bound foot/bicycle traffic.

2. A new fence/cover for the pedestrian overpass? Last spring when I saw the old rusted fence/cover being removed from the overpass, I was happy to see the eyesore removed. However, I was greatly surprised that one year later the fence/cover has not been replaced. I have crossed the overpass and do not feel it is safe without some type of fence/cover. It would be all too easy for someone to fall off the overpass accidentally or on-purpose. Also, it is too easy for people on the overpass to drop something on the traffic below. I believe it is very important to replace the fence/cover before something tragic occurs.

Thank you for providing me the opportunity to share my thoughts about public safety issues re: Non-motorized transportation in HP. Please let me know if you have any questions or if I can provide any additional information.

Sincerely,

Greg Hahn
[redacted]
Highland Park, IL 60035
[redacted]

Smith, Lee

From: Ed and Paulette Margulies [redacted]
Sent: Friday, June 17, 2011 1:09 PM
To: Smith, Lee
Subject: bicycles

Hello,
I cannot attend either meeting but wanted to offer some input:

H.P. is known for impatient drivers and "rolling" stops.
Without better traffic enforcement from the police department, designated bicycle lanes will not offer much in the way of more protection for cyclists.
Paulette Margulies

Smith, Lee

From: Hal Emalfarb [redacted]

Sent: Wednesday, June 15, 2011 4:15 PM

To: Smith, Lee

Subject: Bikeway Plan

Lee the bikeway plan refers to non-motorized- the trend is towards low power transportation in most complete streets or bikeway areas - electric bikes (not motor cycles and segways) where do they travel in a community- perhaps the plan needs to exclude highway or a certain size but for the low impact transportation fossil free mobility -

Hal Emalfarb, Esq.
Emalfarb, Swan and Bain Attorneys at Law
[redacted]
Highland Park, Illinois 60035
[redacted]
www.esb-law.com

Smith, Lee

From: carol [redacted]
Sent: Tuesday, June 14, 2011 1:06 PM
To: Smith, Lee
Subject: Bicycle and Pedestrian Planning

Dear Lee:

Thank you and the planning staff for seeking citizen input on planning for non-motorized transportation. And thanks to your governing committee.

I filled out the survey. In addition, however, I appreciate the opportunity to stress my primary concern below.

Wherever possible, I suggest that the length of time allowed for crossing streets in town be extended a few seconds longer.

Warm regards to all.

Carol Spielman

Smith, Lee

From: Rick Nelson [redacted]
Sent: Wednesday, June 15, 2011 12:02 AM
To: Smith, Lee
Subject: Re: Bicycle and Pedestrian Planning - Community Meeting and On-Line Survey

Thanks Lee....The reason I asked re the Downtown is that bike lanes do not "work" where there is angle parking (which exists on Central, Second, First and Sheridan). Green Bay Road has no parking so a bike lane is, in theory possible.....but to personalize this subject (since I am a bike rider).....I would not want to ride on GB even with a bike lane. I use Sheridan, Linden and side streets.....and in the CBD, use the sidewalk (but go very slowly). Best....Rick

-----Original Message-----
From: Smith, Lee [mailto:lsmith@cityhpil.com]
Sent: Tuesday, June 14, 2011 08:36 AM
To: 'Rick Nelson'
Subject: RE: Bicycle and Pedestrian Planning - Community Meeting and On-Line Survey

Rick ? these are plans and policies that will be City wide. We do not have the answers yet, so the proposals are unknown. It may be there are recommendations for bike lanes along Green Bay Road, for example.

Lee Smith, AICP
Senior Planner, City of Highland Park
1150 Half Day Road
Highland Park, IL 60035
847 926-1612
847 432-0964 (fax)

From: Rick Nelson [redacted]
Sent: Monday, June 13, 2011 8:19 PM
To: Smith, Lee
Subject: Re: Bicycle and Pedestrian Planning - Community Meeting and On-Line Survey

Thanks Lee.....Putting on my "Property Owners Association" hat ..... do you plan to include the B-4 and/or B-5 districts in the below? If yes....please let me know your thinking re what alternatives may be considered. I can then distribute (or not distribute) your below message to the POA members. Best....Rick

-----Original Message-----
From: Smith, Lee [mailto:lsmith@cityhpil.com]
Sent: Monday, June 13, 2011 01:19 PM
To: 'Smith, Lee'
Subject: Bicycle and Pedestrian Planning - Community Meeting and On-Line Survey

Hello all ? Please join with other community members to share your experiences and ideas regarding Bicycle and Pedestrian improvements in Highland Park. The

City is developing a Non-Motorized Transportation Plan and needs your help in identifying potential routes and improvements that will most benefit residents, persons employed in, and visitors to Highland Park. So if you are concerned about safety or just want it to be easier to bike or walk to your desired destinations, you can help by participating in a planning process. Please attend a community meeting, take an on-line survey or do both.

The community meetings will be held on:

- Saturday, June 25th at 11 a.m. and Wednesday, June 29th at 7 p.m. in the Highland Park Police Station Training Room, located at 1677 Old Deerfield Road

In addition, please take the Non-Motorized Transportation Survey:
https://www.surveymonkey.com/s/HPBIKE-PEDSURVEY

Thank you for your attention to this important matter benefiting the community. Attached is flyer with the information about the community meetings and survey that you can share with friends, family and acquaintances.

Please contact me if you have any questions. Thank you.

Lee Smith, AICP
Senior Planner, City of Highland Park
1150 Half Day Road
Highland Park, IL 60035
847 926-1612
847 432-0964 (fax)

Smith, Lee

From: John Burrell [j[redacted]]
Sent: Monday, June 13, 2011 9:03 PM
To: Smith, Lee
Subject: Re: Bicycle and Pedestrian Planning - Community Meeting and On-Line Survey

Lee,

Thank you for the email. I will be out of town both days. I did fill out the survey and believe we should have bike designated streets posted so motorists know to look out for and be considerate of cyclists.

Thank you.

John Burrell
[redacted]

On Mon, Jun 13, 2011 at 1:19 PM, Smith, Lee <lsmith@cityhpil.com> wrote:

> Hello all - Please join with other community members to share your experiences and ideas regarding Bicycle and Pedestrian improvements in Highland Park. The City is developing a Non-Motorized Transportation Plan and needs your help in identifying potential routes and improvements that will most benefit residents, persons employed in, and visitors to Highland Park. So if you are concerned about safety or just want it to be easier to bike or walk to your desired destinations, you can help by participating in a planning process. Please attend a community meeting, take an on-line survey or do both.
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Please contact me if you have any questions. Thank you.

Lee Smith, AICP

Senior Planner, City of Highland Park

1150 Half Day Road

Highland Park, IL 60035

847 926-1612

847 432-0964 (fax)

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[redacted]

Smith, Lee

From: Rick Nelson [redacted]
Sent: Monday, June 13, 2011 8:19 PM
To: Smith, Lee
Subject: Re: Bicycle and Pedestrian Planning - Community Meeting and On-Line Survey

Thanks Lee.....Putting on my "Property Owners Association" hat ..... do you plan to include the B-4 and/or B-5 districts in the below? If yes....please let me know your thinking re what alternatives may be considered. I can then distribute (or not distribute) your below message to the POA members. Best....Rick

-----Original Message-----
From: Smith, Lee [mailto:lsmith@cityhpil.com]
Sent: Monday, June 13, 2011 01:19 PM
To: 'Smith, Lee'
Subject: Bicycle and Pedestrian Planning - Community Meeting and On-Line Survey

Hello all ? Please join with other community members to share your experiences and ideas regarding Bicycle and Pedestrian improvements in Highland Park. The City is developing a Non-Motorized Transportation Plan and needs your help in identifying potential routes and improvements that will most benefit residents, persons employed in, and visitors to Highland Park. So if you are concerned about safety or just want it to be easier to bike or walk to your desired destinations, you can help by participating in a planning process. Please attend a community meeting, take an on-line survey or do both.

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Please contact me if you have any questions. Thank you.

Lee Smith, AICP
Senior Planner, City of Highland Park
1150 Half Day Road
Highland Park, IL 60035
847 926-1612
847 432-0964 (fax)

Smith, Lee

From: jane roberti [j[redacted]n]
Sent: Saturday, May 21, 2011 10:03 PM
To: Smith, Lee
Subject: bike / ped planning

Hi-- I just did your survey and want to add a couple tips. I've lived in HP 20 years now, and started biking here with my toddler son in a Burley trailer, continued biking to Rosewood Beach, the Waterpark, and all manner of places in (and beyond) HP with my kids since then. A family of four, we have 8 bikes and an electric Vespa in constant rotation in our garage. I bike (and my childen bike) daily for transportation, going to the Metra station, to HP schools, and to Sunset, the PO, the Bank and everywhere else shopping in downtown HP--and farther to Chicago, Evanston, Lake Forest, and Northbrook Court--with our bike baskets and backpacks/messenger bags to help us. I also have a road bike and bike for exercise over much greater distances.

I love the bike path and have found it the preferred, safest (and prettiest) route to town. A paved bike path MIGHT get better use. Also reducing the breakup of the path when it reaches downtown---from the Central train station North to Highwood it dies out--would also be very beneficial. Especially for students riding north to Elm Place or the High School.

I cannot speak to the problem of Road Bikers racing down the streets in packs on St Johns. I sometimes do it solo myself, but prefer the bikepath. Having had a year to recuperate after an injurious fall, I am more interested in safety than speed, esp. when in *briefly* (in the course of a long ride) in the midst of conjested urban areas!

If you are considering adding bike lanes in town, then please look to the example of Fort Collins, CO and Portland, OR. Both have a big bike--and pedestrian--culture and have worked out a lot of the kinks of how to make good bike lanes. It's weird that you just sent out this survey, because I was just thinking today, as I was biking back from Sunset, that the City could use some bike lanes, esp in the conjested downtown area. On Central from the HP Theatre all the way to the Post Office, I feel unsafe riding on the road, and a nuisance to pedestrians riding on the sidewalk.

Thanks so much for taking on this important task.
Our family is moving in a few weeks to Fort Collins, CO. We will sorely miss Highland Park, but will be back again often and enjoy the great changes I am sure you will make.

--Jane Roberti
9[redacted]t
8[redacted]

PS We are also big walkers and would LOVE a sidewalk on Sheridan Rd down to Rosewood Beach.
Sqeaky wheel!

Smith, Lee

From: Bruce Nathanson [[redacted]]
Sent: Wednesday, May 18, 2011 10:57 AM
To: Smith, Lee
Subject: BICYCLE SURVEY

Mr. Smith…

I have just completed the bicycle survey online, but would like to add a few remarks of my own, in addition to the survey, for you to forward to whatever committee is exploring said issue.

I have lived in Highland Park for about 10 years. I consider myself an experienced driver that understands and abides by the Rules of the Road as prescribed by the Illinois Secretary of State. I am 60 years old and drive about 20,000 miles a year. I have never had a moving violation in the State of Illinois. That said, some of the rudest, and most discourteous drivers I have ever encountered operate motor vehicles in our community. Apparently they consider themselves above the law. As a pedestrian crossing Highland Park streets, I fear for my life. Very few drivers seem to understand that pedestrians have the right of way in a designated crosswalk. I can only imagine what will happen to bicycle riders in our community if they will be competing with motor traffic for the right of way.

An "unmarked" police vehicle would have a field day writing tickets to those drivers that fail to give pedestrians the right of way, particularly at intersections like Central and 2nd Streets. Until such time at the Police Department strictly enforces the law protecting pedestrians, and the citizens of our community demonstrate some respect and knowledge of the Rules of the Road, I'm sorry to say, the emergency room of Highland Park Hospital will be kept very busy.

Respectfully

Bruce Nathanson

Smith, Lee

From: [redacted]
Sent: Tuesday, May 24, 2011 10:46 AM
To: Smith, Lee
Cc: Sharon O'Brien
Subject: Survey

Just took the survey. I hope it does not represent in part yet another attempt to build sidewalks on Marion Ave.

George O'Brien
[redacted]

Smith, Lee

From: AJ Chalom [[redacted]]
Sent: Wednesday, May 25, 2011 12:56 PM
To: Smith, Lee
Subject: Non-motorized transportation Survey

Dear Lee,

I filled out the Non-motorized transportation survey. There were a couple of places where I would like to comment further. I walk everywhere, as I am unable to drive. It has become very enlightening experience as to being a pedestrian in this city (which can be horrifying and scary at times).

Items that were not addressed in the survey:

1) Winter - since the city does not plow bridges and overpasses or bike passes outside of the downtown central business district, many walkable areas become inpassable come the first snowfall - forcing walkers, high school students and those of us with strollers onto the street which is SO dangerous. Also, since the city does not require private homeowners to keep their sidewalks clear of snow and ice - many people simply do not plow all year, making large swaths of the city which normally are pedestrian friendly impassable.

2) non-functioning walk signs. Many of the buttons to make the walk signs work are not functioning. Laurel and Second Street (SW Corner) and Rennaisance Place and Greenbay is another just off the top of my head

3). Locations where sidewalks simply stop - there is no pedestrian crossing at the corner of Bloom and Greenbay which is very dangerous, even though the underpass has a sidewalk it just ends. Making the connections will make it safer for everyone to cross

4) the light at Central and Greenbay is very scary for pedestrians. If you are on the NE corner crossing west, the cars with the left turn on green race through the intersection once the light has turned simply green, but the pedestrian sign change to walk immediately. So the pedestrians have the right of way but the cars are barrelling through the intersection after their green arrow stops but with just a green light trying to beat the oncoming traffic.

Is there going to be further public comment on this project or is the survey it?

Thank you very much for your time.

Sincerely,
AJ Chalom
pedestrian, and resident of Highland Park, IL

ONE ADDITIONAL IDEAS [redacted] THANKS FOR A VERY ALL-INCLUSIVE MEETING.

CarolynCert
847-525-8245
ccert1@gmail.com

(1) PERHAPS THE ISSUE OF STREET MAINTENANCE COULD AT LEAST BE HIGHLIGHTED IN YOUR FINAL PROPOSAL AS A CENTRAL, CONTRIBUTING FACTOR TO [redacted] BICYCLIST SAFETY AND A NECESSARY BUDGETARY PROVISION IF YOUR PLAN INCLUDES ON-STREET BIKE LANES! (i.e., IT'S NOT JUST A MATTER OF [redacted] PAINTING NEW LINES ON THE ROAD).

(2) IF YOU HAVE ANY EXTRA (HA!) TIME OR PERSONNEL/VOLUNTEERS, DESIGNATE SOMEONE WHO CAN ADDRESS THE CONCERNS OF PEOPLE WITH ISSUES OR PROBLEMS PARTICULAR TO THEM ONLY. FOR EXAMPLE THE WOMAN WHO COLLECTED PETITION SIGNATURES ONLY TO HAVE THE CITY LOSE THEM. I KNOW IT'S NOT YOUR JOB, BUT AS A POLITICAL REALITY, [redacted] IF YOU CAN CALL THE CITY CLERK (SHIRLEY, (847) FOR SOME INDIVIDUAL COMPLAINANT, YOU [redacted] MIGHT... MIGHT,

→

...BE SURPRISED TO SEE A RESPONSE, & POSSIBLY EVEN A SOLUTION, THEREBY TAKING ONE "OPPONENT" (IS THERE A NICER WORD?) OFF THE PLAYING FIELD + EVEN BRING 'EM OVER TO YOUR SIDE (MINE, ANY-WAY). PLEASE FEEL FREE TO CALL ON ME OR OTHER VOLUNTEERS (MAYBE C.E.R.T.'S?) IF YOU NEED SOMEONE TO TAKE THAT WEIGHT OFF OF YOUR WORKLOAD. :)

3) ALLY OR LIAISE WITH HEALTHY HIGHLAND PARK, EVEN DURING THE INPUT + PROPOSAL PHASES. THE SURVEY RESPONSES SAID THAT 55% OF RESIDENTS (WHO RESPONDED) WOULD BIKE OR WALK IF "IMPROVEMENTS" WERE MADE. THAT'S A LOT OF EXERCISE WE AREN'T GETTING UNTIL THERE IS SAFE + FEASIBLE NON-MOTORIZED TRAVEL! OH, PLUS IT'S GREEN! THAT REMINDS ME, GET THE NATURAL RESOURCES COMMISSION OR "GOLF" GREEN CROWD. HECK, MAYBE IT WOULD EVEN PAY TO →

(in addition to the Active transportation Alliance)

SEEK THE SUPPORT OF PARK DISTRICT OFFICIALS, SCHOOL BOARD MEMBERS (YOUTH IS ONE GROUP UNDER-REPRESENTED IN THE SURVEY RESPONSES), PARENTS' GROUPS, OR THE LATINO COMMUNITY. OBVIOUSLY, THAT REQUIRES SOME EXTRA OUTREACH WORK (VOLUNTEERS?), BUT THIS IS NOT NECESSARILY "POLITICAL" OR PERSUASIVE, IT'S JUST SMART TO GATHER INPUT + CREATE AN "INTEREST" IN GROUPS THAT WILL BE "INTERESTED PARTIES" ONCE IT GOES TO THE CCDT FOR APPROVAL.

THANKS,

CAROLYN CERF

[redacted]

6/29/11 — Public Input

- ENFORCEMENT !!
- ARBOR ST — PRIMARY LOCAL (?) needs sidewalks!
- Funding Sources need to be listed!!